

COACH

Issue 606 £1

MART

September 20 1990

The leading weekly serving the coach industry

This Setra cost £161,000...



... but it will soon earn £700 a day

**SPECIAL INTERIORS
FEATURE INSIDE**

Carlton P.S.V.

STOP PRESS

Our fourth refurbished Skyliner is now ready! Re-painted white, in National Express Rapide livery, re-moquetted, re-trimmed, carpets, fully serviced, 71 seats plus rear hostess seat. Additional servery & cool box. Acceptable for Rapide work for a further 5 years. Cherished plates, Mercedes manual. £83,000. Stock No.9021. Further examples available shortly.

NEOPLAN

1988 Neoplan, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No. 0021

1983/4 Neoplan Skyliner, 71-75 seats, Merco V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023

1982 SKYLINER (with cherished plates), Well preserved and maintained, very recently re-moquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use — a very clean example. Stock No. 0004.

AEC

1977 PLAXTON EXPRESS, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. Stock No. 0006.

VOLVO

1984 Volvo B10M Berkhof Esprite, 53 seater, power door, Webasto, curtains, carpets, radio/PA/cassette, MoT 27.11.90. Stock No.0016.

1983 VOLVO B10M Jonckheere P599, 49 recliners, Telma, coffee machine, MoT Nov 1990.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No. 0012

1980 VOLVO B58 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No. 0014.

1979 VOLVO B58 12 metre, 57 seats (re-moquetted), Alpha power door, side lockers, livery white and MoT Feb 91. Stock No. 0015.

MAN

1982 SR 280, 47 recliners, Sutrak air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No. 0008

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT April 1991.

BEDFORD

1981 Bedford YNT 53 seater Plaxton, side lockers, autumn tint moquette, livery white/blue/yellow stripes. Reconditioned engine, new MoT Sept 1991. Stock No. M9014.

1980 Bedford PJK, 29 seater, Duple Dom, red, moq, livery white. Stock No. 0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream ext, red moq. Stock No. M9036.

LEYLAND

1982 Leyland Leopard 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome. MoT Feb 1991. Stock No. 9033.

1982 Leyland Leopard 12 metre Plaxton, 49 seats, semi auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91. Stock No. M9012.

1981 Leyland 11 metre Plaxton, 53 (re-moquetted), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No. 9013.

1981 Leyland 12 metre Plaxton, 49 recliners, cream exterior, Autumn tint moquette, new MoT 29.09.91. Stock No. 9010.

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BEDFORD 1986 YNV DUPLÉ 320 12M, 57 str., power door, grey/yellow moquette, tinted glass, cream/red.

BEDFORD 1985 (DECEMBER) YNV PLAXTON PARAMOUNT 3200 12M, 55 recliners, grey/red moquette, power entrance door, curtains, side lockers, white/red.

FORD 1984 R1115 DUPLÉ DOMINANT IV, 53 str., power operated entrance door, tinted side windows, curtains, side lockers, autumn tint moquette, white.

FORD 1983 R1114 PLAXTON PARAMOUNT 3200, 49 E-type seats, brown moquette, TELMA retarder, side locker, white+yellow/orange reliefs.

DAF 1987 (NOVEMBER) DKFL CAETANO ALGARVE 12M, 53 recliners, autumn tint moquette, power door, courier seat, curtains, continental door, yellow/brown/orange.

DAF 1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M, 49 recliners, red/grey moquette, toilet at o/s rear, continental door, berth, tinted glass, power door, wired for TV. + video, twin fuel tanks, cream/orange.

DAF 1983 (AUGUST) SB2300 DHS JONCKHEERE JUBILEE P599 12M, 51 recliners, centre sunken toilet, Webasto heating, fridge, coffee machine, carpet, curtains, TV.+video wiring, grey/blue moquette trim, white.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

DAF 1983 DKFL PLAXTON PARAMOUNT 3200 12M, 51 recliners, autumn tint moquette, power door, double glazing, curtains, courier seat, continental door, Webasto, Telma retarder, white/green/black.

DAF 1982 (AUGUST) DKTL PLAXTON SUPREME VI 12M 53 'E' type seats, paramount front, double glazing, red/white/blue.

QUALITY COACHES

BOVA 1985 FUTURA FHD 12.280 Integral 12M, 49/53 recliners, red/grey moquette, centre sunken demountable toilet, wired for TV./video, white+red reliefs.

BOVA 1984 EUROPA III Integral 12M, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two TV. monitors+video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

BOVA 1982 EUROPA II Integral 12M, 53 str., red moquette (48 recliners+5 fixed at rear), power entrance door, courier seat, curtains, continental door, white/grey/yellow.

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette (46 recliners + 5 fixed at rear), power operated entrance door, TELMA retarder, courier seat, curtains, continental door, provision for driver's berth, all white.

MOSELEY

Moseley Group of Companies, Derby Road, Loughborough, Leics. LE11 0AH.

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SCOTLAND (0236) 22445

HEAD OFFICE (0509) 213232

LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 50 recliners, courier, power entrance door, double glazing, brown stripe moquette, all white. CHOICE OF THREE.

LEYLAND 1982 (AUGUST) TIGER 245 PLAXTON VIEWMASTER 12M, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for TV. + video, grey/duo green.

VOLVO 1988 B10M DUPLÉ 320 12M, 61 str. grey/red moquette, power entrance door, curtains, Webasto heating, white/duo red.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white+yellow/orange stripes.

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for TV./video, silver/blue.

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

VOLVO 1980 B58 PLAXTON SUPREME EXPRESS 11M, 53 str., autumn tint moquette, power entrance doors, curtains, white/orange/blue.

VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

COACH

Issue 606

MART

September 20, 1990

5 News: Holidaymakers left stranded abroad as Antler Holidays crashes; Suffolk operators angered over school contract tendering; WMT's profits fall, but fares go up; bus competition hots-up in Salisbury.

12 Fleet Update: Newport Transport Ltd buys six 'new generation' Optare Metroriders; Philjo Motors Ltd collects another M-2-M coach; Metrowest gets first of two Willowbrook Warrior buses.

15 Diary: Mealstop comes up with a real-life shaggy dog story; a planned coach trip to France hits problems.

17 On Target: Marksman stresses the need for tender care.

19 Letters: There's an appeal for operators to help a charity; a call for commissioners to help improve the industry; and the latest chapter in the Land Travel saga.

23 Interiors: Rod Davey reveals what you can do to the inside of your coach in a special *Coachmart* feature.

33 Maintenance Diary: Mike Morgan has more news on how our six coaches are faring.

36 The Statesman: Mark Williams has been sampling the highlife aboard Coliseum's Setra, The Statesman.

39 Licensing & Legal: The Court of Appeal supports former operator Derek Randall; an ex- policeman is in trouble for running a defective coach; a bus driver goes to an industrial tribunal after quitting his job.

42 Tourism: Interski has a great offer for coach operators; JAC Travel has news of an Antwerp trip; ever tried Yorkshire pudding with raw fish?



Coach refurbishment can improve your fleet as H&M Coaches discovered — see page 23



More about maintenance — see page 33



Belgium: the location of a special coach trip — see page 42

COMMENT

DESPITE summer's smiling faces - when the weather was good and everyone seemed to have every vehicle on the road - we begin autumn with a spate of companies going into receivership or liquidation.

Any company can have bad luck or make expensive mistakes, and they reflect on the company profits. Mostly such unforeseen elements are a mere hiccup, but what if the flop is a spectacular one? Can you be absolutely certain that your company will not fall victim of another company's failure? Are all your customers absolutely safe?

You can be certain of one thing: customers are fickle creatures, and will make a mental note of the fact that coach companies have this year left holidaymakers stranded abroad. They will be on the hunt for the peace of mind that holiday bonding provides. And if you haven't got it, you won't sell holidays.

Bonding costs money, but a relatively tiny proportion of the total cost of a holiday tour. Unlike new tyres, a recon engine or new uniforms for the driver, it is something which can be sold to the customer - a selling point which is still not an industry standard as it is with air tour companies.

Bonding can cost as little as £250 a year, or as much as £30,000 depending on your turnover. ABTA says a firm with a £1 million turnover would require £100,000 in cover, but with a secure, low-risk company the premium might amount to just £3,000... three percent, which might add a fiver to the selling cost of a five-day tour.

The Bus and Coach Council also offers bonding for your clients, so don't feel you are tied (excuse the pun) to ABTA bonding.

What you also get for your money is the chance to put the relevant bonding symbol on your letterhead, and you get the peace of mind that this brings. Who among us would like to be stuck in Spain with the family, with no news of a rescue? And who among us would like to unwittingly inflict that, or more, on people?

MANY thanks for the encouraging response we have had - from readers and advertisers - to the new *Coachmart*. The redesign, the much improved news coverage and particularly the colour editorial front cover have won praise from operators up and down the country.

Everyone involved in compiling the magazine appreciates constructive feedback. So please, keep it coming - by 'phone or better still by letter and Fax. And we'll keep working to make *Coachmart* even better.

STUART JOHNSON



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BUS AND COACH DISTRIBUTOR

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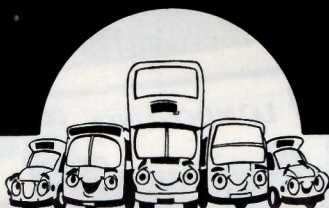
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- A fixed-rate commission (between 5%-10% of selling price), payable only when vehicle is sold.

JUST A FEW EXAMPLES

1984 SCANIA K112 JONCKHEERE P50, 49/51/53 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. **£41,500**

1985 LEYLAND TIGER 2 **SOLD** **THE CARIBBEAN**, 48 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. **£41,500**

1985 SCANIA K112 JONCKHEERE P50, 49 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Stock No. M102 **£46,500**

OCT '86 OPTARE CITYPACER VOLKSWAGEN, LT55 engine, 5 speed, manual gearbox, 25 d/p seats, MoT 27.7.91. Price **£12,500**

1983 DAF MB200 DKFL PLAXTON 3200 EXPRESS, 53 seats, ZF automatic gearbox, PA, MoT 30/3/91. Choice of 4. Stock No. M006 **£33,000**

1983 BOVA EUROPA (DAF 8.25), 44 seats, toilet, servery, curtains, MoT 29/11/90. Stock No. M008. Choice of 4 **£28,000**

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■ LIQUIDATION

Moore carries on trading

LINCOLNSHIRE operator A L Moore Ltd was still trading last week though liquidators were on its Sleaford premises.

Chartered accountant Stephen Seabridge, of Pannell, Kerr & Forster, was handling enquiries and a creditor's meeting has been called for September 25 to decide whether the company should go into liquidation.

Already six full-time drivers, two office staff and general manager Jim Hitchen have lost their jobs, together with several part-time drivers.

■ RECEIVERSHIP

Overland and County assets are up for sale

WILTSHIRE-based operator Overland and County is in receivership and its assets are for sale.

The Athelstan Coaches firm bought by Tony Neilson pinned its faith in a super-executive commuter route along the M4 from Swindon to London but the service - with 32-seat Setras - did not prove profitable in the short term.

Around 30 vehicles run by the company have been sold.

■ TAKE OVER

Jobs go at National Welsh

SPECULATION that Cardiff-based National Welsh is trimming its sails for buyers were rife last week following the news that it is to sell its Pontypridd depot with the loss of 40 jobs.

According to the company, cuts in staff and the sale of premises - it has sold its Aberdare depot, offices and industrial buildings at Porth and, is selling property in Victoria Square, Aberdare, - have been made to reduce overheads and produce efficiency.

■ CRASH

Antler Holidays crashes leaving holidaymakers stranded abroad

AT LEAST 30 holidaymakers were stranded in Switzerland last week as Antler Holidays crashed allegedly owing £1 million to banks and hotels.

The Rugeley-based own-tours coach operator is now in the hands of liquidator, Birmingham accountants Poppleton and Appleby.

Antler crashed as a coach was seized at Lucerne in Switzerland, after the company failed to pay a hotel bill.

As the firm had neither an ABTA nor a BCC Bond, more than 30 customers were left in the resort without accommodation or transport. In addition, a further 200 Antler clients were said to be stranded on the continent.

It has been reported 2,000 Antler customers will lose their money and holidays with Antler having debts of £1 million. Many of the debts were owed to hotel chains.

Pullman International/Altea sales director Dean Brazier refused to comment on the amount of money owed, but added: 'Substantial debts are owed by Antler to the Pullman Hotel in Bonn and the Arcade Hotel in Orly, with a lesser



Antler Holidays: allegedly owes £1 million.

amount owed to the Pullman Mondial in Cologne. We shall be attending the liquidator's meeting in three to four weeks' time.'

Antler also used Resinter, which handles reservations for Mercure, Novotel, Ibis and Sofitel. The company arranged its own packages using high-specification Jonckheere Volvos and LAG Panoramics, many originally acquired through Havelet Leasing. Finance packages were dealt with directly by the banks after Havelet went into receivership

earlier this year.

At least one vehicle was repossessed earlier this year. The company had experienced difficulties earlier this season when clients had to be driven back from Yugoslavia - after an hotel refused to take Antler clients until outstanding debts were settled, forcing the driver to return immediately to the UK.

Formerly Middletons Coaches, former proprietor Eric Middleton's son Roger took over the firm as managing director and renamed it Antler Holidays. He was unavailable for comment.

...but Pegasus clients cushioned by ABTA

SPECIALIST tour company Pegasus crashed before Antler Holidays - but clients will be reimbursed.

Dealing primarily in holidays by air to Italy and the Caribbean, Pegasus had Association of British Travel Agents membership which requires bonding arrangements, either through the banks or insurance companies.

One of the UK's 20 top tour operators, the company dealt with 100,000 customers each year. When it went bust, Pegasus had 2,000-3,000 on holiday plus a further 5,000 future

bookings.

When the firm collapsed, ABTA contacted the airlines and hotels involved to assure them they would be paid. People on holiday with the company were taken care of - and others who had booked received a full refund.

Pegasus' difficulties emerged when contracting airline, British Island Airways, went out of business this February. The company was forced to pay premium rates at short notice when it re-booked.

■ EXCURSION

National Express investigates overbooking

A FAMILY of five had to squeeze on to a double seat when a National Express special summer service was overbooked.

Travelling back to South East London from Camber Sands in Sussex, Terry Reene, his pregnant wife Maureen and three children went through 'three hours of hell,' according to Mrs Reene.

National Express has offered the family, who had booked four seats, £20 compensation for the mix-up and is carrying out an investigation.

■ IN COURT

Sabotage blamed for coach damage

SABOTAGE is suspected by Gwent-based Hancocks Coaches - after it was fined £500 by Ebbw Vale magistrates for running a Bedford coach with ineffective steering.

Proprietors Wyndham and Silvia Hancock also lost three penalty points after pleading guilty to the offence. A drag link on the coach's steering box had its split pin taken out and the unit slackened.

But Wyndham Hancock said: 'We suspect sabotage as the coach was pronounced fit by the DTp three days previously. And when we replaced the pin the old slug did not come out - as would have done had the pin sheared during operation.' The same problem has emerged twice since, and Hancocks is now double-checking the vehicles before they go out on the road.

■ PEOPLE



Martin Dorans: returning to Scottish Citylink.

Martin joins Scottish rival

SCOTTISH Citylink has a new recruit to its team. Martin Dorans has been appointed the company's operations manager after leaving his job at rival company Caledonian Express.

Martin worked with Scottish Citylink as the west of Scotland area controller for a two-year period between November '85 to December '87. He then became traffic manager

with Bebb's in South Wales and subsequently moved to Caledonian Express.

Commenting on his new appointment, Martin said: 'The move to Scottish Citylink, arch rival of Caledonian Express, makes very good sense for me. Citylink, as number one operator in Scotland, is offering me excellent, long-term career prospects.'

■ SCHOOL CONTRACTS

Operators angered over Suffolk school contracts

SUFFOLK operators are up in arms over the county council's tendering process after two school contracts awarded to a new coach company lasted just a week.

The county council education department had given the contracts to Swallow Travel - a Dagenham-based company which had its sights on a new base in Stowmarket. But within a week, Swallow's contracts had been taken from them and passed on to Ipswich Buses and Beestons of Hadleigh.

'We had originally sought the usual assurances from the traffic commissioner and operator and got them,' said Terry Donovan, of the county council education department. 'Subsequently, I was not happy with those assurances, withdrew the contract and

completed the week with the council's own vehicles.

'The services have since been awarded to the operator who had originally tendered the next lowest bid.'

Mr Donovan said Swallow Travel had intended to establish a base in mid-Suffolk but he was not satisfied with the speed and the way in which that was being done. He said rumours that one of Swallow's vehicles - an R-reg and J-reg Bedfords - had been taken off the road were not true, and that the vehicle had merely required a new injector pipe, which it got the same day.

Swallow Travel's O-licences are held in the Metropolitan Traffic Area, whereas Stowmarket falls within the Eastern Traffic Area. The O-licences would not have been valid for operations

conducted entirely within the Eastern area.

It is understood that plans by Swallow Travel to buy a Suffolk operator and its O-licences fell through, leaving Swallow's two Suffolk managers in difficulty.

● The report which sparked Suffolk Council's transport sub-committee (*Coachmart* 605, September 605) to call for an OFT investigation of duopoly within the county - between Ipswich Buses and Eastern National - reveals that almost half the sponsored services put out to tender attracted only a single bid.

'There seems to be no pattern to bids,' said a council spokesman. 'In some cases, we get ten bids for a market day service, in other services formerly operated commercially we get one bid. It follows no logical pattern.'

■ BUS SERVICES

Safeway service

ONE-BUS operation Safeway Travel has started in Felixstowe, Suffolk - the brainchild of former Eastern Counties driver Ron Wales.

The hourly service, using a 47-seat Ford Dominant, is from Safeway supermarket around the town, but Mr Wales is hopeful that passengers will include the town's other shoppers visiting Walton Trimley St Mary, Trimley St Martin, Kirton, Old Felixstowe, the town centre, seafront, docks and caravan sites.

The Safeway run starts at 8.15am and finishes around 8pm.

■ BUS SERVICES

Mobility service is extended in North West

GREATER Manchester Buses has extended its Localine dial-a-ride mobility service to Bury and Stockport.

The Wythenshawe service, now in operation for five years, allows passengers with walking difficulties to 'phone for a pick-up from one of nine routes in Bury and six in Stockport. The new routes use six Renault 75 conversions - two in each town with a spare apiece.

The service runs three or four times a week, with a frequency of two or three times a day. The usual mobility bus aids are aboard, including extra handrails and a tail lift, and each bus carries a helper.

To complement the service extension, GMB is modifying bus stations at Stockport and Bury Interchange with ramps, non-slip surfaces, and flashing 'passenger alighting' warning lamps.

■ TOURS

Travel agent's hire offer

A LONDON-based group travel agent is offering operators more than £400 a day for hire of their vehicles this winter.

Independent Coach Travel has put together group package deals which include ferry crossing and half-board accommodation at Lake Garda, the Austrian

Lakes and Tirol, Ireland, Switzerland and Yugoslavia, selling at retail prices from £89 to £109 for five and six-day tours.

ICT sales and marketing director Stephen Moore explained that the hire fees are calculated on the number of seats sold by the operator: 'For instance, an operator selling a five-day tour to the French Riviera, for £89 a head, will get a £1,045 fee for 30 places sold, £1,375 for 40 places, £1,485 for 45 places, up to a maximum of £1,870 for 49 seats sold.'

'We are paying operators up to £412.50 a day on some tours - a winter rate I am sure many are not receiving in the peak months.'

The Superdeal scheme operates until April 1991.

Contact ICT on 071 538 4627, Fax: 071 538 8239, for details.

■ OBITUARY

Stuart Skill

A memorial service for Stuart Skill, who died in Australia last week, will be held in Nottingham on Tuesday September 25.

Stuart was managing director of Skills Motor Coaches until he sold the business to sons Nigel and Simon Skill in December 1987. After retirement, he emigrated to Tewantin in Australia. He leaves nine children and six grandchildren.

The service will be held at St Peter's Church in Radford at 1pm.

■ IN COURT

Gary's back in business

GARY'S of Tredegar is back on the road pending a High Court appeal ruling on O-licence suspension.

The Gwent-based firm's boss Gary Lane claims the five-week suspension until September 30 has already cost him £200,000 in turnover with the loss of 14 council contracts and private hire business.

'I'm looking to sell off my older vehicles now,' said Mr Lane. 'They were mostly used on the council contract work. Fortunately, there is plenty of private hire work and tour work around so I'll see if I can get some younger machinery.'

Mr Lane's licence suspension was the result, he says, of six prohibition notices in two years, one of which was served as the vehicle in question was in the workshop for repair.

■ MINIBUS

Japanese may buy British

Destination Japan: the first Omni minibus leaves Southampton Docks.

THE Japanese may be masters of miniaturisation but they've got their eye on the British-built Omni minibus for the home market.

The first of what could be 200 Omnis a year is being assessed by Japanese giant trading house Marubeni after being exhibited in Tokyo this November.

The Omni won the British Coach Rally Best Small Bus award this year.

■ FINANCE

WMT fares up but profits down

West Midlands Travel: fares to increase by more than 10 percent following drop in profits.

WEST Midlands Travel is shortly to announce much-reduced operating profits to its shareholders... and is putting up fares by well over 10 percent.

'Fares will rise to give a net increase of 10 percent,' said director of finance and marketing Don Colston. 'This means a 14 percent rise for on-bus fares and marginally less for off-bus fares, such as pre-paid cards.'

The increase, starting at the end of the month, comes as WMT was last week expected to announce profits 'very

significantly down on last year,' said Mr Colston.

'The fare increases are in line with inflation,' he added. 'As far as the fuel increases are concerned, we are just keeping our fingers crossed. The price rise so far is higher than we had planned.'

'It is 14 months since the last fare increase, and comes after staff have had a 10 percent pay award.'

Plans by WMT to share the revenue and service of its Travel Card and other pre-paid card scheme have been

shelved temporarily, and the PTA-owned transport company is instead to press for Passenger Transport Executive Centro to rekindle its travel cards for issue to all operators, including WMT, with WMT retaining its own cards for passengers who use only WMT buses.

'I see no reason why customers who only use our services should be penalised by paying for other bus companies to participate,' he said. 'We wouldn't be unique if we had our own pre-paid card scheme.'

■ IN COURT

Operator jailed for drink-driving

A BASILDON coach operator veered across the motorway and hit crash barriers, injuring three passengers, after drinking and driving—a court heard.

Raymond Fleming (39) was jailed for six months and fined £1,000 after admitting reckless driving and drinking and driving. Chelmsford Crown Court heard he had stopped at a pub disco near Margate and drank a large amount of lager shandy before setting off on the M25.

Passengers were

thrown about in the coach as he went into the fast lane and collided with a crash barrier. He then drove on for another mile before stopping on the hard shoulder near Brentwood. Police tests revealed more than double the legal level of alcohol in his blood.

Fleming had been a driver for 18 years and had been running his own business for six years, said his defence counsel Robert Barrett: 'He is almost certain to lose his PSV licence so he will never be able to

drive a coach again. His business is now struggling to survive.'

■ CORRECTION

Gremlins at work

OUR story 'New chassis will lead to AVE Berkhof sales drive' stated that Berkhof is part of the United Bus group. This is, of course, incorrect and was the result of a gremlin in the system!

We apologise to both AVE Berkhof and United Bus for any embarrassment caused. AVE Berkhof is the sole agent for Berkhof vehicles in the UK and operates independently of other manufacturers. The United Bus consortium includes DAF Bus, Bova, Optare and other overseas bus builders.

■ IN COURT

Faulty brakes led to fire

WELSH coach operator Brian Kerslake, of Rudry, was fined £500 and narrowly escaped losing his driving licence after one of his school bus drivers was found to be using a vehicle with a faulty brake.

The stipendiary magistrate ruled that Kerslake was responsible for the vehicle's faulty handbrake although the driver had not stopped the school bus from Hengoed, and had since been dismissed.

'The vehicle was being used to transport children and the liability was on you to ensure they were transported safely,' said stipendiary magistrate Ian Gillespie. He said he could find no reason not to endorse Kerslake's licence.

'I am probably stretching the law to its utmost, but I am prepared to accept you will face exceptional hardship in losing your licence,' he said, endorsing Kerslake's licence, fining him £500 and ordering him to pay £20 costs.

The court heard that the vehicle was inspected in the yard at Cardinal Newman School, Rhydyfelin, by a Ministry of Transport official. When parked on a slope with the handbrake on, it proceeded to roll down it. The clutch 'was fierce and likely to impair control of the vehicle,' said the inspector.

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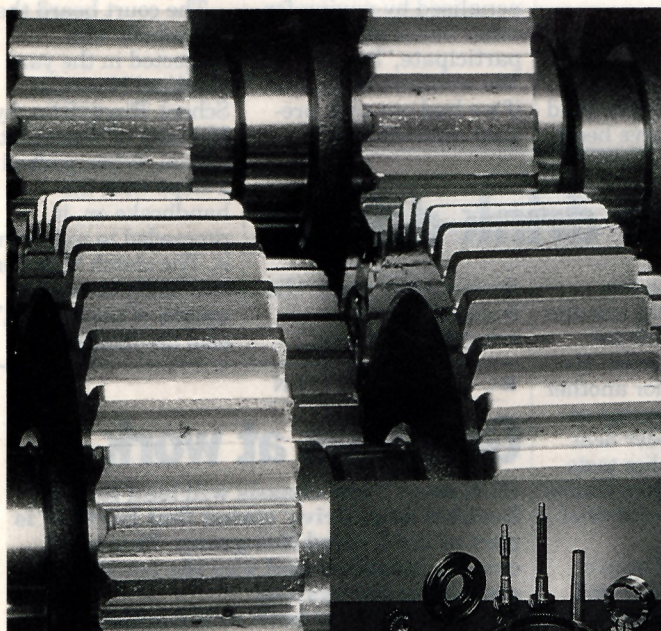
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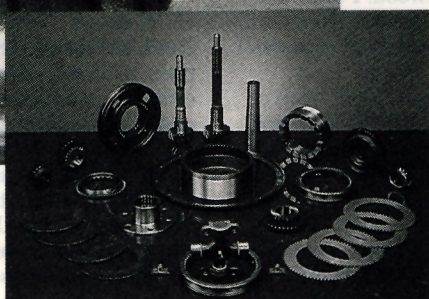
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■ LONDON SERVICES

Kent night service

COACH-seated, London Central double deck buses are to provide a new night express service into Kent on October 19.

Buses leave Trafalgar Square at 0100 hrs and 0345 hrs and arrive in Gillingham at 0230 hrs and 0520 hrs respectively.

Stops are Welling, Bexleyheath, Crayford, Dartford, Greenhithe, Swanscombe, Northfleet, Gravesend, Chalk, Higham, Strood, Rochester and Chatham.

Fares are £2.50 from Trafalgar Square to Gravesend and £3 to Rochester, Chatham or Gillingham. In addition to the original stops the buses will also pull-in on request at any other authorised stop after Dartford.

Barnet bus changes

LONDON Transport is proposing major changes to its network in Barnet following a survey of bus users.

The changes - which bring in new services and increase the frequency of others - add 18 percent to the mileage around Barnet.

Grey-Green's new routes

COWIES-owned Grey-Green has picked up London Transport routes 168 and 210 in the latest round of tendering. Four of its new Alexander-bodied Volvo double-decks and 13 East Lincs Volvo B10Ms bought this year will be used on them.

The 168 Hampstead Heath-Waterloo and 210 Finsbury Park-Golders Green-Brent Cross services were previously being run by London Buses but Grey-Green was successful in tendering.

■ BUS SERVICES

Bus competition begins to hot-up in Salisbury

WILTS & Dorset bus services in Salisbury are to face a build-up of competition from independent operator Silver Star.

Silver Star - a Phoenix of the old-established operator which rose from the ashes some two years ago - has faced a summer of stiff competition from a Wilts & Dorset anxious to maintain its virtual monopoly of city services.

Tidworth-based Silver Star originally went into city bus services with a tendered route which subsequently faced competition from Wilts & Dorset. A series of service changes followed, each operator trying to pick up fares from the Bemerton Heath-Salisbury corridor.

But now Silver Star says it is planning more service registrations, more buses and more competition from Wilts & Dorset: 'They have been determined to put us off the road,' said Silver Fox partner Tony Dennett.

Mr Dennett alleges Wilts & Dorset has attempted to take his passengers by registering services timetabled to run two

minutes in front of his buses, and has even run a free bus service in the run-up to Wilts & Dorset's registration to prevent competition arriving on the scene.

'But we have had brilliant local support,' said Mr Dennett, whose firm currently operates two Leyland Nationals, two Sherpas, a Bristol VR and a Mercedes minibus. 'We couldn't

have asked for a better press. It's as if Andrew Brice has been our public relations manager.'

Mr Dennett says his yard can take 24 single-deck buses, serviced in his own workshop, with double-decks maintained under contract by Thamesdown.

'Buddens have also faced competition on

their Tuesday and Saturday Woodfalls service, with Wilts & Dorset dropping fares on a competing service to the same level for just the two days,' said Mr Dennett.

Wilts & Dorset managing director Andrew Brice was unavailable for comment when *Coachmart* went to press.

■ B U S

Michael is top bus driver

BLUEBIRD Northern driver Michael Middler is the 1990 UK Bus Driver of the Year following a rigorous test at the national final at Blackpool.

Mr Middler (left) drove along a simulated road with all the problems associated with bus driving. He had to keep to schedule, stop for passengers and negotiate parked cars.

In addition to driving skills, he had to answer questionnaires on the industry and on mechanical knowledge.

UK Minibus Driver of the Year is Blackpool Transport's Paul Fleming (right), who completed a similar course and



questionnaires.

Runner-up in the Bus Driver of the Year was South East London's Ray West, while third place went to East London Bus and

Coach's Thomas Boardman. Minibus category runner-up was Brewers Motor Services' Chris Horne, and third place went to SWT's Roy Higgins.

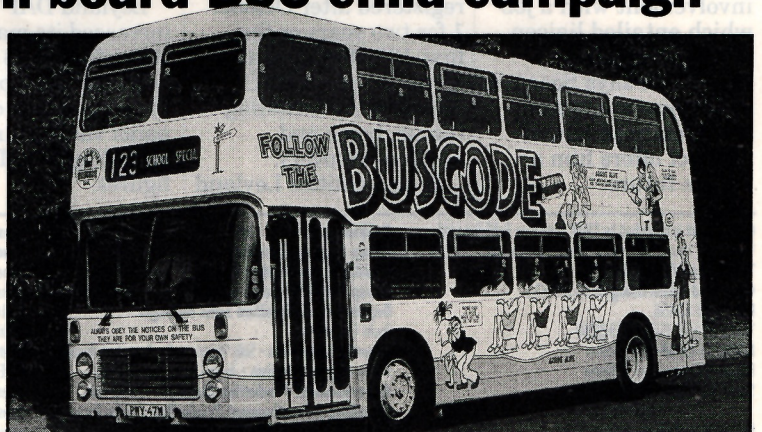
■ S A F E T Y

Viscount gets on board BCC child campaign

THE Bus and Coach Council's Buscode child safety campaign is getting double-deck publicity from Cambridgeshire company Viscount Buses in the shape of this re-liveried Bristol VR.

Viscount is issuing Buscode comics, badges and posters to get the message into schools, and is putting Buscode stickers on every bus used by schoolchildren.

Buscode campaign: Viscount Buses lends its support.



■ PEOPLE

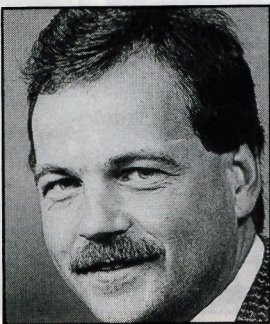
Finance director for Walter Alexander

ACCOUNTANT Nicholas Chalmers has been appointed finance director of Falkirk coachbuilder Walter Alexander.

Mr Chalmers comes from a background of international finance, having worked for ten years in Colombia, Bermuda and Holland. His special responsibility at Alexander is with the firm's operations in Belfast and Singapore.

■ PEOPLE

Stuart Johnson picks Turner



SCANIA agent Stuart Johnson has its first technical sales manager - former Leyland sales engineering manager Jeremy Turner.

Mr Turner worked for 18 years with Leyland Bus, ending his involvement with a job which entailed liaison with VL Bus and Coach. He says Scania's environmentally and technically advanced product offers him a secure future.

■ MINIBUS VEHICLE

Leyland DAF's new minibus

LEYLAND DAF Vans is launching a revised factory-built minibus at the 1990 Motor Show.

Ready for delivery in early 1991, the minibus will cost approximately £18,000. It has been developed with the Hi-line van range and is similar to its existing high roof 400 series option available only to the Post Office.

The vehicle has 16 high back seats and an Isringhausen driver's seat. Features include 1.8 metres internal height, full soft trim, anti-slip floor and two-speaker stereo radio supplied as standard or an optional four-speaker stereo radio/cassette.

Four engine options include turbocharged or naturally aspirated 2.5 litre diesels, and upgraded 2 litre or 3.5 litre V8 petrol engines with transmission through a 5 speed synchromesh gearbox. Power-assisted Adwest

Varamatic steering costing £510 is available as an option on diesel variants, and on the V8 from early next year.

Gross vehicle weight has been increased to 3.3 tonnes as a result of rear suspension being changed to overslung springs above the axle - improving ride quality and vehicle stability.

Air suspension is available as an option, and its 70 litre fuel capacity may be increased with a 105 litre long range tank. Dealer fit options include Eberspacher heaters, parcel racks and roof ventilators.

Body changes include six new base paint colours, damage resistant bumpers and larger door mirrors. Corrosion protection has been improved with bodyside pre-paint treatments, revised seam and weld sealers, zinc-plated floor panels and a wax-injected body frame.



The new Leyland DAF minibus: ready for delivery early next year.

■ MAINTENANCE

New breakdown service

KINGSTON upon Hull City Transport is offering a three-country breakdown service to operators. Through its Voyage National French subsidiary, Kivits Reizen Dutch operation and its bases in Yorkshire and Hull, KHCT says it can provide repairs and support coaches.

'At least a 'phone call to one of the European

operators will result in someone who can speak a little English,' said marketing manager Colin Green. 'It's free to register, and operators pay for the work they have done.'

Voyage national is in Northern France, near Lille Airport, while Kivits Reizen is at Den Bosch. Register by 'phoning Colin Green on 0482 222811.

■ WELFARE

Council collects minibus

A WELFARE minibus built by a handicapped training centre has been delivered to South Glamorgan County Council.

The ICurrAN Sheltered Training Centre completed the £8,000 Mercedes 408D van conversion using information gleaned from drivers and handicapped users.

The 15-seater boasts tail lift, soft suspension, soundproofing to aid conversation between hard of hearing, inertia seatbelts on every seat - including wheelchairs - and easy-clean seat

covers.

The centre's general manager Owen Elliott explained that the conversions are very much a commercial venture: 'We have a tentative order from Camden Borough in London for six,' he said.

'We have already done one for the Police, and another for a private health centre.' ICurrAN's current turnover is around £22,000 a month, much of which comes from building truck trailers.

Contact ICurrAN on 0222 473915.

...and improved warranty package

ALL Leyland DAF 200 and 400 series vehicles, including its new Hi-line 17 seater minibus, will be covered by an improved warranty package next month.

Called Vancare, it will cover all vehicles registered after October 1 for two years or the first 100,000 miles and gives two years RAC membership including rescue, home and roadside recovery.

It also entitles Leyland

DAF owners to free use of the RAC's legal, route planning and travel information services and members will also have a dedicated Vancare phoneline with a personal RAC incident manager.

Leyland DAF Vans has increased its market share from 10.8 percent last year to 12 percent - the largest rise of any panel van manufacturer according to SMMT figures.

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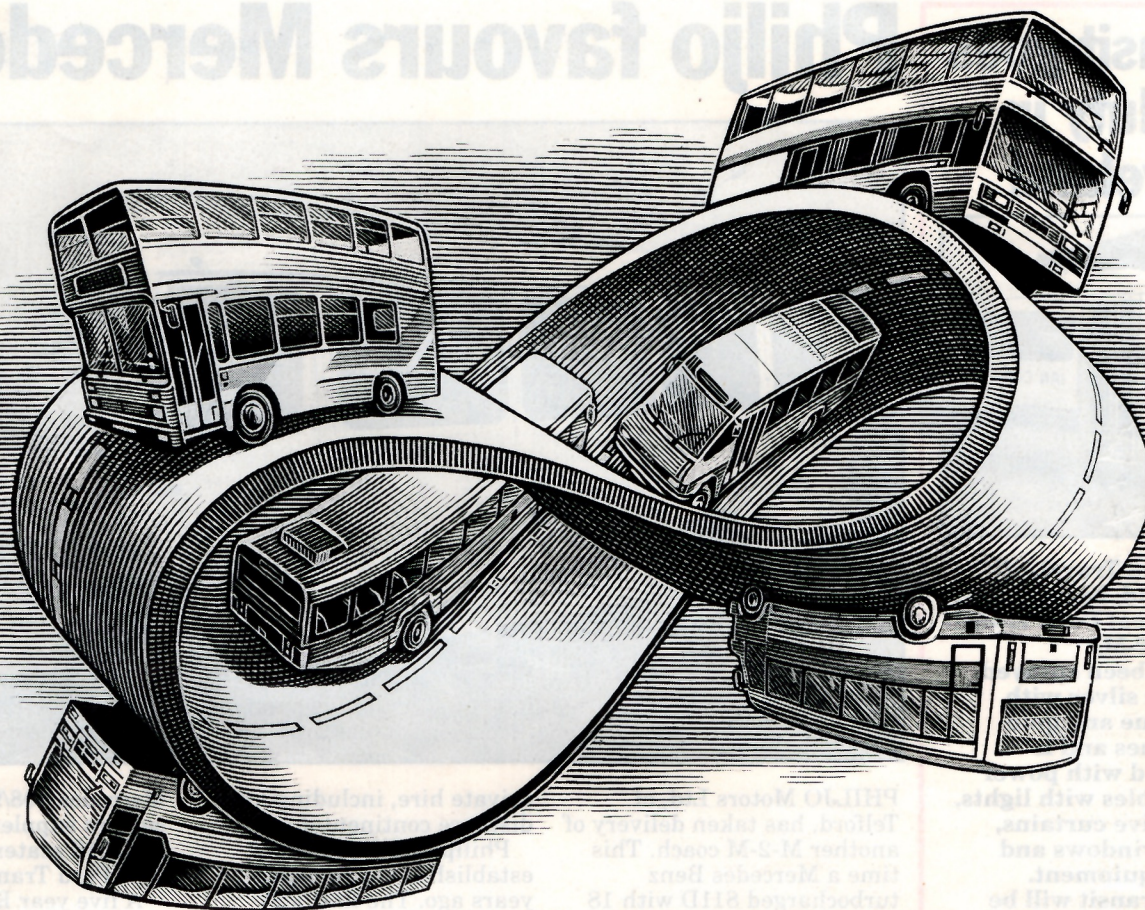
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Transit goes on duty in Cleveland



IAN Cook Travel, of Cleveland, has acquired this 16 seat Ford Transit from M-2-M.

It has been sprayed metallic silver with royal blue and gold coachlines and is equipped with power door, tables with lights, decorative curtains, tinted windows and audio equipment.

The Transit will be used on general private hire work.

Philjo favours Mercedes



PHILJO Motors Ltd, of Telford, has taken delivery of another M-2-M coach. This time a Mercedes Benz turbocharged 811D with 18 full sized coach seats with armrests, courier seat, drinks machine, TV and video. It will be used on

private hire, including long distance continental work.

Philip and Joyce Jones established the company 25 years ago. The first PSV being a 12 seater Ford Transit in 1967. Currently eight mini-midi coaches are operated - the majority are

Mercedes 608/9 21 or 22 seaters supplemented by a 307D 12 seater, and a 14 seat Ford Transit.

A five year Rural Development Grant has been granted for a new Telford-Market Drayton service. Mercedes vehicles are preferred for PSV application.

Mr Jones said: 'We get excellent service from Ensor Motors, of Stoke-on-Trent. The Merc is thoroughly reliable with more than 250,000 miles without taking the head off.'

However, Philjo finds the 609 underpowered and hopes the 811 will overcome this problem. Said Mr Jones: 'On the 608 there are tremendous problems balancing the brakes. Shudder and pulling to one side seems to arise from the first replacement of brake shoes.'

Business for Philjo is booming. 'We can't afford to keep the coaches off the road. We'll never go for bigger coaches because our new premises suit present operations. There are too many firms quoting too low a rate with full size vehicles.' Mr Jones added: 'We won't chase round being busy fools.'

Philjo also operates a 30 vehicle car and van hire fleet, a fleet of 20 private hire cars and several chauffeur driven executive cars.

Glantawe values Volvo B10M



THIS Volvo B10M GL Jonckheere Deauville was recently supplied to Glantawe Coaches, of Pontardwe, Swansea, by Jonckheere UK Ltd.

Glantawe is owned by Islwyn and Jean Jones. It operates 14 coaches, one double decker, and one minibus on a mixture of private hire, excursions/tours and continental tours.

The new vehicle, featuring double glazing, rear demountable toilet compartment, continental exit and 51 Vogel reclining seats, is finished in a distinctive cream, maroon and blue livery and will be used on both continental tours and private hire.

ou've been buying...You've been buying...You've been buying...You've been buying...You've



Newport Transport plays the MetroRider generation game

SIX 'new generation' Optare MetroRiders have been purchased by Newport Transport Ltd, of Gwent, South Wales. These have been added to two MCW MetroRiders operated.

Bill Briddon, Newport chief engineer, said: 'We were always very happy with the original MetroRiders. We are pleased with the new vehicles and with the extensive

improvements to the MetroRider that Optare have made.'

The vehicles are the short wheelbase version with an internal luggage pen in place of one double seat, giving a capacity of 23 seated and eight standees. Interior specification includes full soft trim, hard wearing non-slip Treadmaster flooring and zig zag step edgings for added

safety.

Exterior panelling, on the tubular steel framework, is a combination of aluminium alloy and GRP for ease of repair. Gasket glazing has been adopted by Optare for the same reason.

A Cummins 6B diesel engine drives through Allison AT545 automatic gearbox - the optional Telma electric retarder was specified.

Crusader is delivered

THE first of two Willowbrook Crusader coaches has entered service at K B Coaches of Stonehouse, Gloucester with all moquette/carpet interior trim, 53 fixed coach seats, tinted glass, curtains and radio/PA system.



K B Coaches is owned by Ken Bolton who operates eight AEC and Leyland coaches on local service, excursions/tours, continental tours, and private hire. Fleet livery is cream with red and brown stripes.

Q registration has been applied to the new coaches, which are on refurbished Leyland Leopard chassis.

Metrowest picks Willowbrook Warriors

METROWEST, of Tipton, West Midlands, has recently taken delivery of the first of two Willowbrook Warrior service buses. The Warrior specification includes moquette seats, luggage pen and radio/cassette.

Proprietor Keith Danks told *Coachmart*: 'After consultation with Willowbrook, the entrance and floor has been lowered. With wheel arches raised by about six inches back-to-back seating is provided. We supplied ECW seat frames and the moquette is the same as from the VSOE Orient Express. Seating arrangement and moquette have received favourable passenger comments.'



After experience with a Warrior loaned by Martin Perry of Bromsgrove, the Metrowest specification calls for gas struts on side lockers, redesigned dash and fuse layout with

electrical plan.

The Leyland Leopard chassis previously carried Plaxton coach bodywork and a former Midland Red tour coach is to be rebodied. Mr Danks said a

Cleveland Transit Leopard chassis is currently being rebuilt with a view to a further Warrior.

Metrowest has operated local services around Dudley for three years with a fleet of secondhand Bristol, Bedford YMT and Leopard buses. Some new Reeve Burgess 33 seat Mercedes 811D midi buses were recently acquired for service 263 to Bilston. Other routes include 125 to Wolverhampton and the D2 town service to Priory Estate.

Mr Danks said: 'About 95 percent of our services are commercial in direct competition with West Midlands Travel - the other five percent is private hire.'



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A shaggy dog story



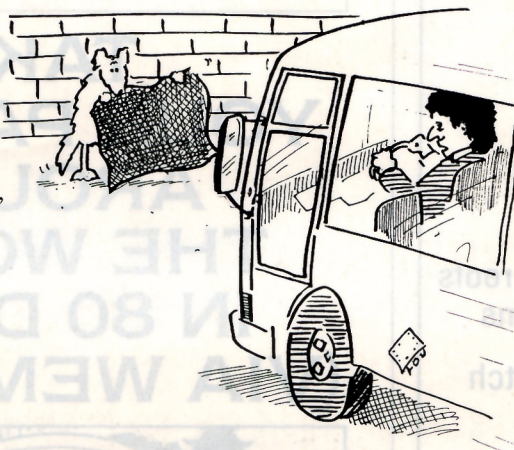
MEALSTOP hears tell of the operator who travelled the width of the country to buy a coach which he was assured was 'in excellent condition.'

On arrival, he found the vehicle in question to be shabbier than a gipsy's pram, with some massive dents in the front panelling.

'What caused the dents?,' he asked the seller.

'Oh those. I got a bit unlucky and hit a dog,' he was told.

'Oh yeah... Was it hiding behind a brick wall at the time?...'



An angry reaction from 40 pensioners is one thing, but it may be rather more serious to incur the wrath of the same number of leather-clad lads. All of whom must be especially irritated at not having their own machines to travel on.

● **PEDESTRIANISED** bikers due to travel by coach on Motor Cycle News' trip to the French Bol d'Or race meeting are not 'appy.

Coach firm Tee Mill Tours, due to whisk them away from the grime of the inner city to the Ambre Solaire-soaked

atmosphere of the track, has apparently gone to the wall... but is desperately seeking alternative transport for the trip.

All of which is very laudable, though one can't help thinking that MCN's clientele has, um, a certain sway.

● **MEALSTOP** was too quick jumping to conclusions when it reported that the boys at the BCC had stitched up Public Transport Minister Roger Freeman by taking him into the coach traffic jam known as The Changing of the Guard.

Coachmart's new diary column

We should have taken into account Saddam's Law, which states that everything will go smoothly as long as the military aren't involved. Truth to tell, when the BCC took tiffin at Buckingham Palace no-one had asked Her Maj to lay on a 'special' for them.

Yes, the BCC had got its dates wrong, and the day chosen by Mr Freeman was one when the Guard isn't Changing: 'And on your right, Minister, you will see... er... an empty road. But I'm sure you can imagine the chaos...'

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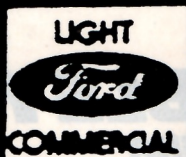


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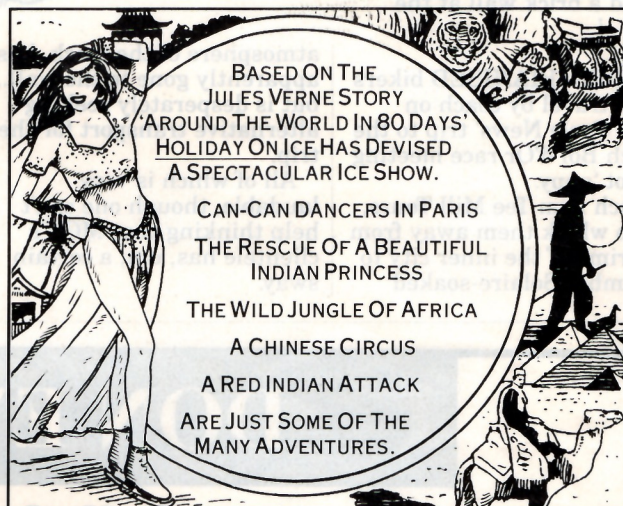
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READERS may subscribe to what is sometimes the editorial description of

my authorship of this feature on the index page of *Coachmart*: 'Our controversial columnist, Marksman, gives his views on...etc'.

Controversial is an epithet which does not particularly upset me, although its hint of mischievous rabble rousing is far removed from my aims or desires.

My preferred adjective would be contemplative, or if it has to be spiced up a bit, I would go as far as provocative.

I do not aim to make readers rampage and riot, but I do target on making them think.

What effect should current events be having on pricing (or purchasing) policy? Where, as an industry, have we been - and where are we heading? Why did a particular thing occur, and what will be its effect on our scope to develop and make profits? Is there anything happening to which we should sit up and note?

These are the sort of questions I throw around in my mind in the moments before the first few words hit the word processor screen to create yet another 'On Target' item.

I am not an investigative journalist. I do not try to unearth 'exclusive stories'.

Rather, I attempt to write from an operator's viewpoint on what I understand to be contemporary events.

Thus I am sorry if I was misinformed as to a fact, on which I partially based a comment, regarding Hereford and Worcester County Council, whose letter (*Coachmart* September 6) advises that I am wrong in saying that they 'Are already in the process of running their own bus services.'

This slight error does not, however, detract from the premise which I was putting forward: that some tendering

authorities who are also education authorities have themselves become operators.

Consequently, the traffic commissioners, in exercising discretion on registration periods, should remember that tendering authorities can also be commercially motivated operators.

Commissioners must be careful not to favour councils.

Some counties, have whole fleets of non-PSV buses used for free school transport.

To what extent, if any, these are also used to provide registered local services, I do not know.

The point I sought to make, and now repeat, is that if/when a local

authority has made local service registrations using this sort of vehicle the commissioner must surely be very cautious in exercising discretion in favour of the council in its capacity as tendering authority, for it is also an operator.

I have every reason to believe that Section 46 of the public passenger vehicle act 1971 which allows them to operate such services was intended by Parliament to be no more than a safeguard provision.

For example where there was perhaps only a single tenderer in a remote area who could take advantage of the situation, or, indeed, where there was no tenderer at all.

Whether the exemptions from the proper requirements of vehicle and driver licencing should have

remained after the deregulative Transport Act 1985, is more questionable.

As an operator I see this action as legal, but naughty, and something which we should be striving to prevent happening.

The only weapon I can see available to us is the requirement of Section 88 of the Transport Act which requires a local authority in the exercise of its range of transport functions to secure, 'the best value for money from their expenditure on public passenger transport, taken as a whole.'

If it could be demonstrated to the district auditor that an operator could put on any transport provision at less than the full cost of in-house provision, the authority would, I think, have to reconsider their policy.

Enterprising venture will cause traffic chaos

YEARS ago in Dublin - and I think that it was something that came across from the USA, there used to be a news-vendor who dodged in and out of traffic waiting at light controlled intersections, selling newspapers to motorists.

In London there is now a new version of this initiative: cleaning car windscreens at traffic lights.

Traffic congestion: bad enough without windscreen cleaning teams.

In itself it is quite enterprising, as long as there is no moral, or actual, threat to motorists who don't want the service. There is, however, two aspects of this that do concern me.

The first is whether any liability could descend on the motorist for injury to the itinerant cleaner by a passing vehicle - the point being that by 'agreeing' to accept a windscreen cleaning service



in the middle of a road the motorist might be seen as impliedly condoning the 'working conditions'.

That may be academic compared with the second point.

Selling a newspaper is an instant transaction, cleaning windows of a car takes time -

and I have, several times, witnessed traffic held up on a green light while the wash and pay actions are completed.

There is enough natural congestion in London already without this little enterprising initiative creating more.

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Land Travel directors stayed silent over payment delay

From M E Horlock

SIR

With reference to the recent Land Travel saga. It would seem that a high number of operators have suffered either long delays or non-payment. Perhaps this recent publicity will give a warning that will at last be heeded.

Some years ago, I innocently took on some coach work, at very short notice, so, unlike Mr Tappin (*Coachmart*, Letters, August 2), I was unable to send out a series of accounts in advance and waited and waited for payment.

Every telephone call resulted in a different reply. The 'accountant' was constantly ill, on holiday, not

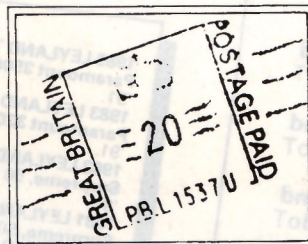
in the office at the moment etc.

Disgusted with these excuses after helping a 'comrade', I decided to go to the top and obtained a list of the company's directors, most of whom had foreign sounding names and resided at foreign addresses.

I wrote to each of these directors, voicing my opinion as to the delay in payment without receiving one single reply or acknowledgement.

Next time Land Travel rang my office, I refused the work unless payment was received prior to the date of hire. Needless to say that these terms were refused, the staff being horrified that such a suggestion was made.

I replaced the receiver, took legal action to recover the



Send your letters to:
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Publishing Ltd,
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Peterborough PE1 1DS
Or by fax: 0733 62656

The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

outstanding debt, passed the story around, obviously without too much success.

If directors don't care then nobody will.

M E HORLOCK
FORMERLY OF HORLOCKS
COACHES
NORTHFLEET
KENT

Commissioners must act to improve industry's reputation

From Keith Edmondson

SIR

For the past few weeks you have been running articles about the recovery of outstanding debts in *Coachmart*. My own feelings are that the passenger transport industry as a whole has a poor reputation for payment and despite every attempt to limit credit and ensure the financial status of clients we find a continuing need to use the county court - and the Sheriff's court when dealing with companies in Scotland.

Unfortunately those companies who have fallen on bad times and to whom a county court action would not normally be required rarely have any assets by the time court action becomes effective.

Those companies who are continual bad payers can, by a variety of methods, extend their credit over a long period

of time even with a court action pending.

We have had considerable experience in these matters and the options that are employed by companies represent a degree of genius that belies their status.

Why there are so many with the abilities of Royal Shakespeare Company actors in the bus industry is beyond my understanding.

Unfortunately, bad debts are condoned by those who are supposed to ensure the 'good repute' of the industry, that is the traffic commissioners, as shown by correspondence I have had.

Until those with authority apply the powers they have to maintain the standards of the Road Traffic Act the industry will continue with its tarnished reputation.

KEITH EDMONDSON
THE GARDEN HOUSE
TITTENSOR ROAD
TITTENSOR
STOKE-ON-TRENT

NOSTALGIA CORNER



NORTHUMBERLAND operator G Longstaff & Sons owned this 1928 Renault with 26 seat Strachan & Brown bodywork - registration number TY 4451.

The company was started in the days of the horse and cart by George Longstaff. Lorries were operated, but the fleet included 40 buses and coaches when all but two were sold to United in 1936.

Two sons, George and Fred, Senior, continued to trade from Togston Garage near Morpeth as private hire and tour specialists trading as G R & F Longstaff. This business consolidated with a fleet of seven before closing in April 1990.

Fred Longstaff's son, Fred, Junior, told *Coachmart* that the Togston Garage was sold to a property developer. Northumbria Motor Services acquired Longstaff's services and contracts together with two coaches, and the remaining five buses were sold through *Coachmart's* classified pages.

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Supreme, 50 reclining seats, new MoT.
1979 VOLVO B58 Duple Dominant, 53
seats, MoT July '91.
1979 VOLVO B58 Van Hool, 53 seats,
MoT June '91.
1979 BEDFORD YMT Duple Dominant,
53 seats, Dec '90.
1977 BRISTOL LHL LEYLAND 101
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MINIBUS CENTRE

Help give disadvantaged children a 'magic' day out

From David Epstein

SIR

A small fund raising organisation specialising in organising sporting and social events for charitable causes, is about to embark on a major new project.

The project will involve sending severely underprivileged and disadvantaged children, many of whom are in care, on day trip excursions and leisure activities.

The children will be from four regions including London, the Midlands, the

North West and Yorkshire.

It is proposed that at least 12 local trips will be scheduled from each region. Each trip will provide a magical day out for 50-60 children and within one year it is hoped that 1,000 children from each region will have participated in the scheme.

Some of the leisure activities will include Go Karting, Paintball Survival Games, outdoor pursuit activities, canal trips and trips to Alton Towers and other fun park.

Each trip will be sent off in a blaze of publicity from the Town Hall with the local mayor and sporting celebrities present in many cases.

Our request is that a 50+ seater coach with lots of baggage space is donated for this worthy cause.

Sponsorships will be gained to repair, paint, insure and fit the coach with a kitchen and toilet.

The coach will fulfil a dual purpose. Firstly providing transport to and from the activities for the children and, secondly transporting

equipment used for events which provide sponsorship money to fund the trips.

The type of events organised for this purpose include It's a Knockout tournaments, assault courses and Highland Olympic Games.

In return for the coach, a package that incorporates marketing, advertising, public relations and community awareness will be provided.

The organisers of this scheme are Leisure Free. I hope someone will donate a coach and become a dream maker for thousands of children over the year. It is hoped that someone will consider the tremendous benefits that can be gained from a coach that might be surplus to requirements.

Anyone wishing to help should contact me at the address below or 'phone me on 061 796 7840.

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Courier needs assistance



From Eve Ellis

SIR

I wonder if you can help me?

I work for a small coach company (12 coaches) looking after the coaches and organising day excursions throughout the year. I accompany all these excursions as a courier on executive coaches and in the future I hope to 'expand' to weekend breaks, etc.

I would however like to learn more about my job as a courier and I wonder if you know of training courses/books etc which would help me, or put me in touch with someone who can give me information. I would be extremely grateful for your help.

MRS EVE ELLIS,
37 LEEVES WAY,
HEATHFIELD,
EAST SUSSEX,
TN 21 0AP.

Coachmart correspondent Verite Baker runs a distance learning course for couriers which has been used by the United Nations throughout the World. It costs £140. More details are available from Verite Baker on 071 351 4434.

Westminster College is piloting a new RSA Diploma for Couriers which starts on October 4 and runs on Thursdays until completion. It includes practical work and costs £240. Alternatively, the college is running a two-week intensive course at the end of November for £260. Further information from Westminster College on 071-287 0223.

Drivers should be praised

From Brian James

SIR

I feel I must voice my concern over Verite Baker's comments in *Coachmart* on September 13 in which she welcomed planned coach bans in Westminster.

Having at one time lived and worked in the area subject to the proposed coach ban, I must say I have always been impressed with the driving skills and attitude of coach drivers who use the local streets.

In most cases drivers show a high regard for the well being of other road users, pedestrians and residents, bearing in mind the problems they have to face daily because of the capital's inadequate road system.

Of course there is always the occasional rogue driver who deserves to be punished for his or her disregard for the safety and comfort of others, but in the main most deserve to be praised.

Also I have to say that with Britain in such a poor financial state at present any extra revenue the country can gain from tourists should be encouraged not discouraged.

BRIAN JAMES
CAMBRIDGE

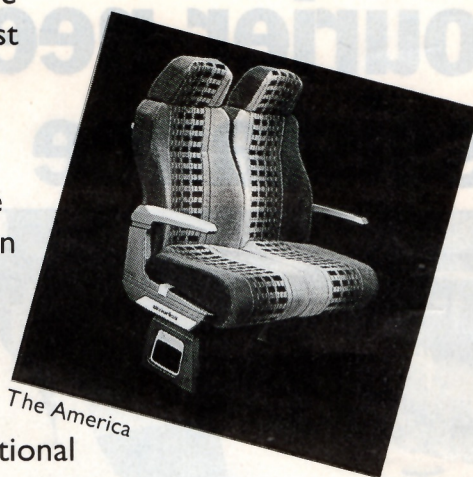
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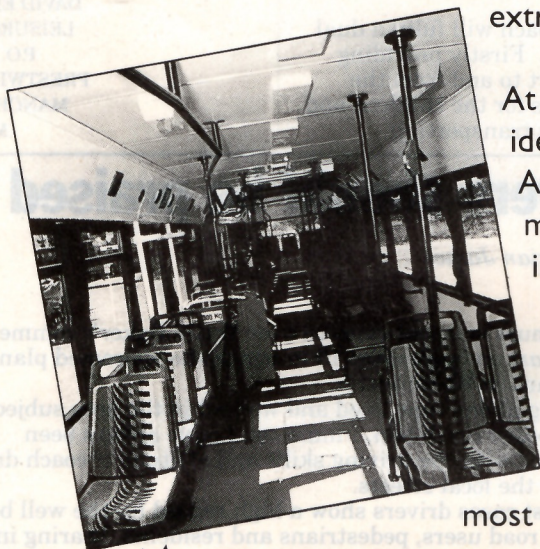
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BE SURE TO CREATE THE RIGHT IMPRESSION

Rod Davey looks inside the coach and discovers what is available to operators in soft trims, flooring and small fittings.

FOR most customers coach interiors are their most lasting impression of your vehicle. The only exception is when a good coach interior is let down later by the vehicle breaking down.

Whether for retro-fitting, upgrading or refurbishing your existing fleet - or for original specification on new fleet additions - it is useful to look at what's available on the market to give that best impression.

At its best, refurbishment can be an alternative to buying new or more modern vehicles. Regular readers will know 'refurbishment' has become quite a buzz word in this magazine.

Many might aspire to a fleet of continental tourers with the work and bottom line to match - but in the real world most revenue for coach operators comes from less glamorous work, which needs to be carried out by suitable, economically viable vehicles.

This special feature on Interiors is intended to inform coach operators of what's available to please their clients and best serve the various market segments open to them.

Operators great and small are going for refurbishment, and on the supply side many companies are springing up to meet the demand - providing such services as re-flooring coaches and re-trimming seats. But necessity is the mother of invention.

Generally, providers of coach travel have found a depressed market for their services, as potential customers struggle to pay the poll tax - and meet the high interest rates on their mortgages and credit commitments.

In turn, high rates of interest affect the decisions of operators - causing many to adopt a refurbishment policy rather than buy new vehicles to renew their fleets.

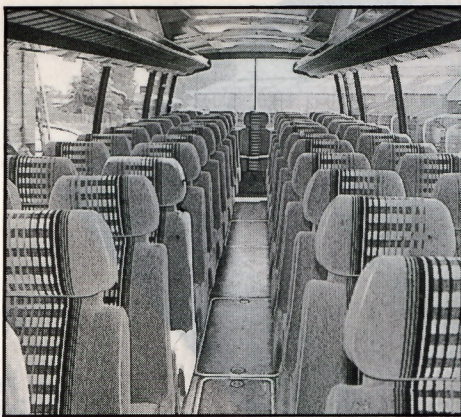
In a different way, necessity has led Carlton PSV to guarantee a minimum contract life of five years for its refurbished Skyliners - after the UK's sole Neoplan dealership was taken over by Britain's main line service contractor National Express.

While companies like Pickering-based



National Express subsidiary Carlton PSV offers refurbished Neoplan Skyliners with a guaranteed minimum contract life of five years.

Express Coach Repairers have been supplying operators such as Chasetown-based H&M Coaches with refurbished vehicles and up-specifying operators' own coaches - many operators are opting for a DIY approach.



This Skills coach interior was re-floored by Express Coach Repairers and the seats were re-trimmed by Barnsley-based Coach Trim.

Such a strategy involves operators dealing direct with the suppliers of flooring, soft-trim, moquettes, seats and small fittings such as ashtrays and magazine nets.

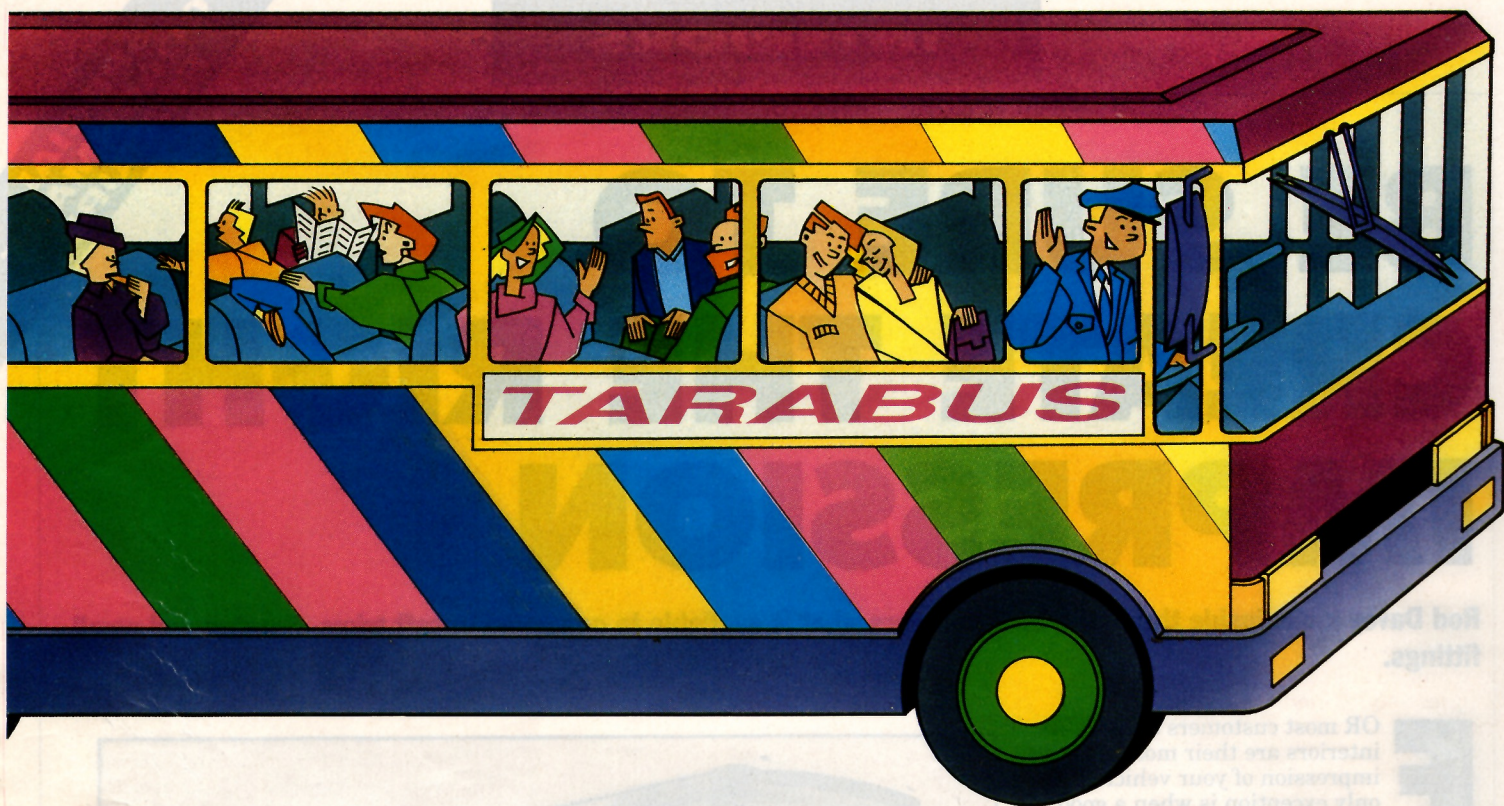
A lot of operators already fit their own demountable toilets and catering facilities - so now the off-season is approaching it should take no stretch of the imagination to extend this to DIY interior refurbishment or retrofitment to varying degrees.

Whether in-house or not, such work may not be confined to up-grading old vehicles - but may involve cascading executive continental tourers down to private hire and contract work.

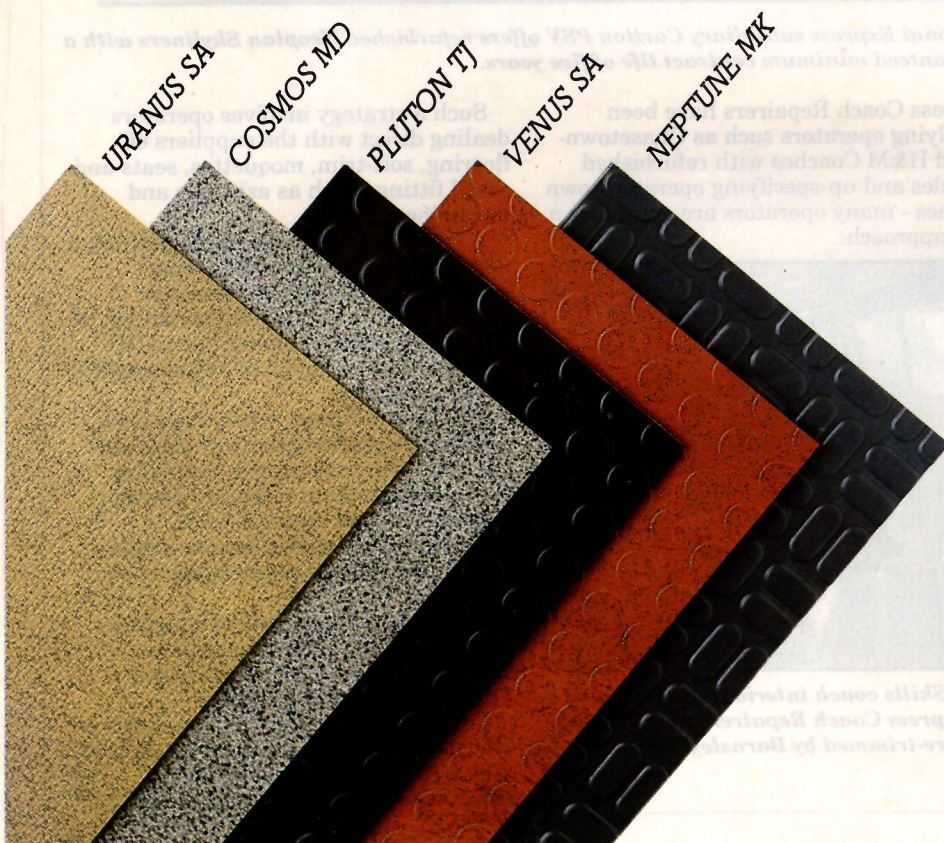
Cost-effective variations are endless, and should only be constrained by your types of work.

The most extreme case of bought-in refurbishment is that provided by companies who supply the finished vehicles as a complete deal.

One of the most startling examples is National Express subsidiary Carlton PSV (Tel: 0709 700600). It supplies refurbished Neoplan Skyliners to the




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GRUPE  GERLAND

parent company's line service specification and guarantees five year operating contracts for the vehicles.

Carlton managing director Roger Dixon was emphatic about the advantages: 'For around £80,000, which is about half the new price, the operator gets a high-capacity double-deck coach capable of earning the same money on National Express contracts and other work.'

Further details of Carlton's refurbishment are in *Coachmart's* road test report in Issue 581, March 29, 1990 (reprints are available from Carlton PSV).

Since the test, Carlton has sold three refurbished Skyliners - and is in the process of selling its fourth. The refurbishment includes re-covered seats in National Express moquette; retrimmed side casings; National Express-style Shades servery unit; hostess seat and storage cupboard; and high-intensity passenger grab rails.

There are approximately 275 Skyliners in the UK up to seven years old, giving Carlton's market plenty of vehicles to go at.

Companies are springing up to help operators refurbish their coaches.

H&M Coaches of Chasetown in the West Midlands says: 'What you spend on coaches depends on the type of work and the return from it.'

It has taken four complete and fully refurbished vehicles from Pickering-based Express Coach Repairers (Tel: 0751 75215). According to Stuart Gibson, ECR's general manager: 'We can supply such coaches fully taxed, tested and ready for the road from around £20,000 for a ten-year-old vehicle.'

But some operators prefer to deal with ECR in a more piecemeal fashion. Skills of Nottingham, for instance, runs many refurbished vehicles - but prefers to buy them direct prior to upgrading interiors.

In Skills' case the company uses ECR to re-floor its vehicles, which costs about £1,000 per coach. It then uses Coach Trimmers of Barnsley, which specialises in seat coverings, to re-trim the seats.

ECR will re-trim 53 seats from about £1,500, and re-trim inner casings and roof with cord carpet from around £350. Having seen the complete job on the H&M fleet, I was very impressed with the standard of work.

The company also takes on in-coach installations such as toilets, up-spec coaches to executive level and do body repair work.

Alternatively, operators may opt for a DIY approach, perhaps just the work they feel able to cope with - and in some cases they may be confident enough to do the whole job themselves.

Many suppliers mentioned within this special feature will give you useful direct contacts.

When and how to belt up

THE easy way out has always been to call for the compulsory fitment of aircraft-style lap belts. But experts at the Cranfield Institute of Technology have looked into the problem, and beg to differ.

After Dr Majid Sadeghi, who heads Cranfield's Impact Centre, carried out numerous tests, he found lap belts inadequate.

Involving the rolling of coaches loaded with dummy passengers under controlled conditions, and investigating actual accidents, the tests were thorough.

Although agreeing severe injury can occur to unrestrained passengers if a coach rolls, Dr Sadeghi's investigations confirmed what common sense tells the operator - lap belts can also cause serious injury by jack-knifing the passenger's head into the seat in front in a frontal impact. He says: 'It is vital that the upper body is restrained.'

However, new regulations governing coach and bus safety are not due to be in force before 1993 - and in their present form will only cover front and centre rear seating.

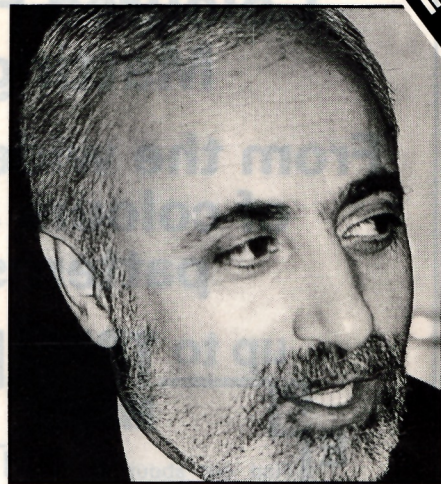
Current legislation, contained in Construction and Use regulations, says seat belts and anchorage points must be fitted to any exposed forward-facing seats on coaches first used after October 1, 1988.

Bus and Coach Council technical and operations director Alan Gurley is currently carrying out investigations on behalf of the BCC to find appropriate belts for appropriate applications.

And there hangs a tale - for Alan is busily finding out at the moment what exactly is 'appropriate' for a particular coach.

There are a lot of seat belts about anyway, especially on continental tourers as a result of the German Tempo 100 legislation. And the EC regulations are based on much lower impacts than the Cranfield tests - typically 20 mph as opposed to 30 mph.

Furthermore, the Cranfield test conclusions are not without their problems.



Dr Sadeghi, head of Cranfield's Impact Centre, says of seat belts: 'It is vital that the upper part of the body is restrained'.

Rejection of lap belts implies acceptance of three point fixings of lap belts plus a diagonal. But on outer seats one anchor point would have to be on the window glass, and inner seats would be presumably fixed on 'sky hooks' in the mid-air of the gangway.

Fundamental design changes would mean additional problems from vehicle weights. Furthermore, higher anchorages and higher seats would lessen vehicle stability by making the centre of gravity higher.

Basically, there are two schools of thought. Lap belt experts claim that not a lot of accidents occur where lap belts would cause injury - but they help to hold passengers in position. The second school maintains the lap belt is dangerous at whatever rate the coach slows down. And energy absorbant coach seats are eight times safer than car seats.

In the majority of roll-overs the lap belt would not help. As well as seat belts hampering coach evacuation in the case of fire, if passengers are hung like bats in mid-air, how do you cut them free?

Coach accessories round-up

ASHTRAYS that continually tip and cup holders that are not designed to hold cups (but are perfect for cans of Coke) show that lesser items of interior specification should be borne in mind.

Any specification, whether for refurbishment or for original equipment, should go through a checklist.

Manufacturers such as MTB and Deans Power Doors carry stock which includes the most lowly items. As well as major items of trim to link up to coach heating and ventilation systems, such as air diffuser vents, Milton Keynes-based MTB carries handles, grab rail stanchions, wall and end rail fittings, roof hatches, ashtrays, can holders, seatback trays and magazine nets.

Although Deans Power Doors is

synonymous with bus and coach doors, it markets a whole range of ancillary equipment (Tel: 0482 28650). Products include tubular seat frames, handrails and handrail clamp fittings.

The company is part of the Manganese Bronze organisation, so as well as continuous product development, it offers comprehensive resources, spares and back-up.

Looking on the bigger side, a console that houses reading lamps and forced air ventilators is now being made by KL Automotive Products of Ripley in Derbyshire (Tel: 0773 740255).

The unit is designed for flush mounting against the underside of parcel racks, over each pair of seats. Velocity and

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◀ direction of air flow are adjustable - and it is claimed that air flow is spread over a more effective angle than is usual.

KL says that passengers near the gangway cannot always direct enough air-flow towards themselves. The KL design claims to cure this by mounting the nozzles on the flanks of a shallow vee island.

The console is a black thermoplastic moulding with a grained finish. It measures 195 mm x 208 mm - about eight inches square - and is attached by just four screws. Salvador Caetano has already fitted some of the units to its vehicles.

Bostrom subsidiary KAB Seating (Tel: 0604-790500) is offering its top of the range 'Coach Captain' seat - with prices starting at £218. The company claims the seat protects drivers from fatigue and it greatly improves driver comfort.

Complete with a high back lumbar support and tilt adjustment, the seat is available both in untrimmed and suspended forms as an option.

With the latest luxury seat for the 1990s specially designed for minicoaches, MTB (Tel: 0908 379521) is launching its Ascott model. Claimed as unique for the smaller vehicle, the seat features four positions to full recline - using a mechanical mechanism located under the seat to avoid increasing the seat width. It is also available with optional arm rests.

Other MTB seats include its 'Budget'

ranges, including the Newton, Winslow and Marston.

Ideal for vehicles with restricted headroom, the Marston seat is a midi back square tube framed coach type seat. It has a moulded foam squab and cushion.

The Winslow is a competitively priced high back seat using the company's well-proven Buckingham frame. It has a slab foam squab and a moulded cushion, with its side panels and seat back trimmed with

needlecord.

MTB's Newton is a minicoach seat with a round tube frame, suitable for smaller and welfare type vehicles, featuring a spring-supported squab and foam cushion.

Hong Kong Lazzerini

Seats made in Coventry will soon be carrying passengers around mainland China and Hong Kong - as Cambro-Lazzerini seats manufactured by Callow and Maddox are being fitted in Alexander's Far East order.

The 94-seat citybus triaxle deckers feature the seats after Cambro Lazzerini worked closely with Alexanders on the project, as well as on orders for the UK. The seat manufacturer is hopeful this will be a stepping stone to a long and healthy relationship between the British coach and bus specialists.

Further information on Lazzerini seats from:

Callow and Maddox
Cambro Works
School Lane
Coventry
CV7 9NN
Tel: 0203 362082

Extinguisher training

Basil Fawley's comment that fire extinguishers 'sit there for years and when you have a fire they explode in your face' may be typical when it comes to their final use.

But Guild Sound and Vision has introduced a 'Common Sense Guide to Fire Extinguishers' to remedy the situation.

It is a 'no frills' practical guide, contained in a 14-minute training video produced by John Burder Films, showing the main types of extinguisher and how they should be used.

It demonstrates the difference between water, powder, foam, carbon dioxide and foam spray - as well as the use of hose reels.

Further information on how to hire or purchase is available from:

Suzanne Taylor
Guild Sound and Vision
6 Royce Road
Peterborough PE1 5YB

Tel: 0733 315315

THE BOTTOM LINE.



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Cushioning the meeting of man and machine, the KAB "Coach Captain" seat protects bus and coach drivers from fatigue and greatly improves comfort.

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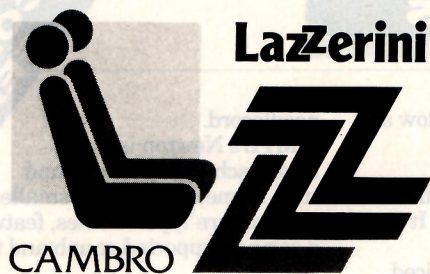
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Plaxton **Dennis**
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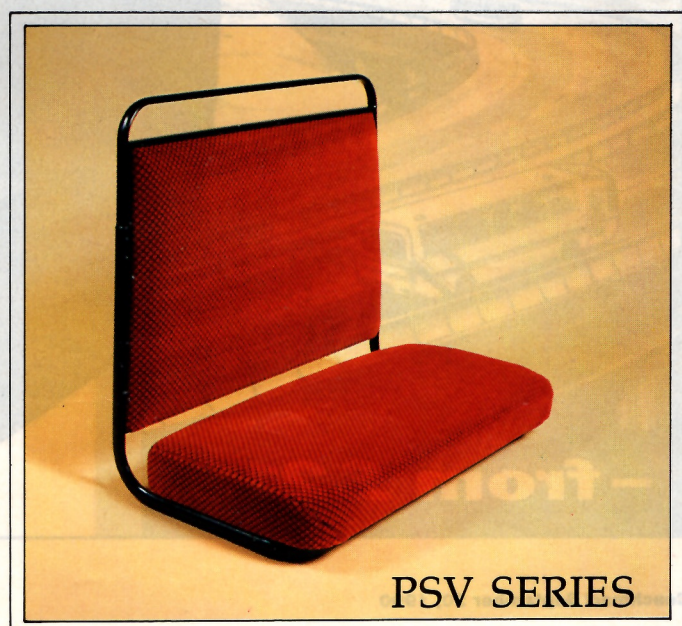


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Seat quality is all-important

QUALITY and condition of coach seating is perhaps the most commonly appreciated way of weighing up a coach interior.

What passengers sit on is obviously one of the more important elements in putting together the right mix of interior specification.

It's best to go for a durable moquette, whether specifying for a new vehicle or re-trimming old seats. And the most hard-wearing moquette is 100 percent wool, although a mix of wool and nylon may be used with up to 15 percent nylon.

In operators' experience, material made of man-made fibres marks badly and is more likely to go up in flames.

Moquette with a long pile tends to flatten over time, so although the pile should be dense, tufts and loops should not be too long. Also, dyes used should be colour-fast to both light and cleaning agents.

Contrary to the trend towards subtle continental designs, it is advised that strong contrasting colours should be chosen. Experience has shown the use of weaker colours with less obvious contrasts become shabby looking and



have to be replaced before they are worn out.

It is also recommended that a moquette with a mixture of tufts, with the pile cut, and loops, with the pile left uncut, is used.

The tufts give brightness of colour, good fabric cover and the material is less likely to soil badly. But if the material is made solely from tufts it tends to look

It's best to go for a durable moquette, whether specifying for a new vehicle or re-trimming old seats.

dirty due to shading from the pressure of passengers' backsides.

On the other hand, while uncut looped pile does not shade, it gives dull colours, sparse fabric cover and shows up soiling and surface defects.

So a mixture of both fabric piles, with similar pile heights, may give the best of both worlds in certain proportions. Moquette to such a specification should give between eight and ten years of very hard wear.

It also sews and repairs easily, cigarette burns may often be brushed out, and dust which falls into the pile is easily removed by vacuum cleaning. With less flammable fillings, wool moquette also goes some way to prevent small fires, such as from cigarettes, from spreading. ►

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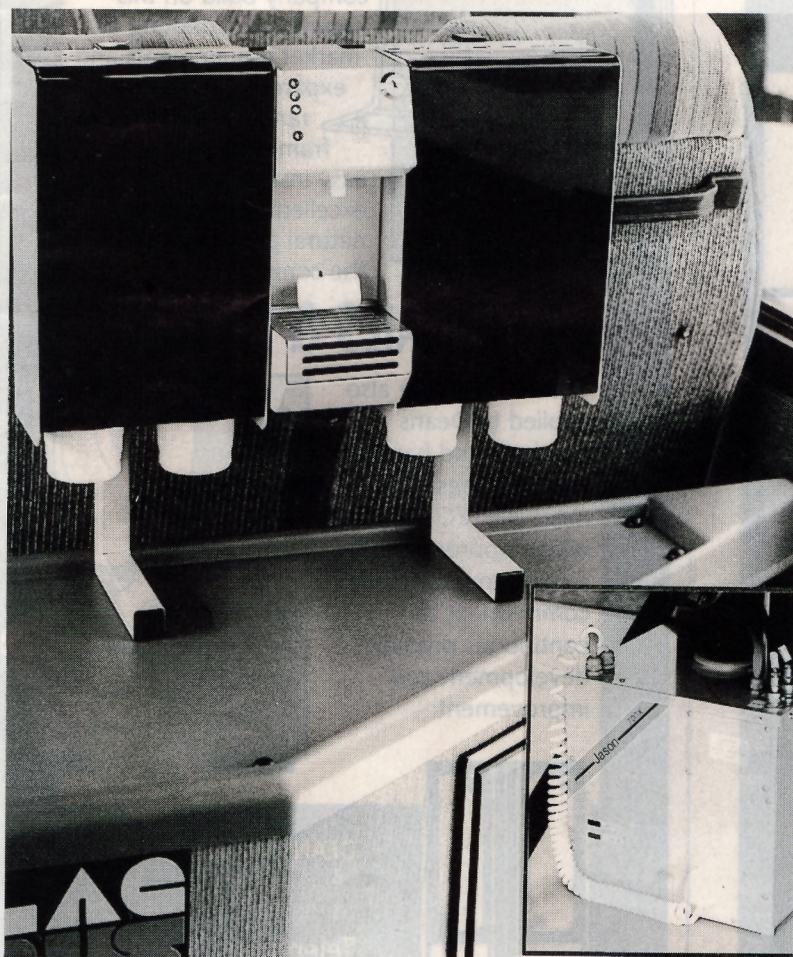
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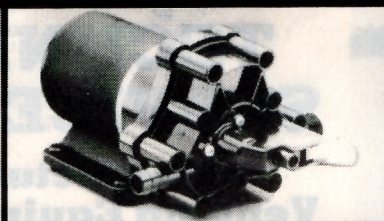
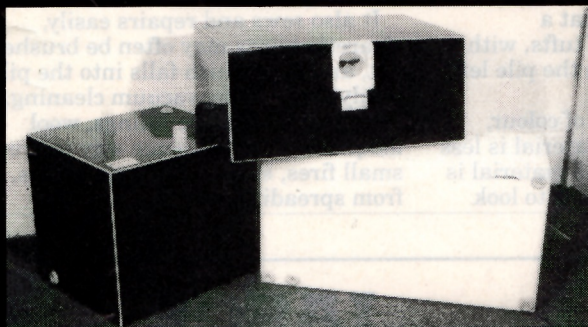
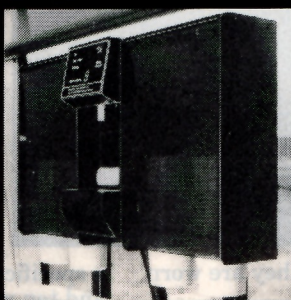
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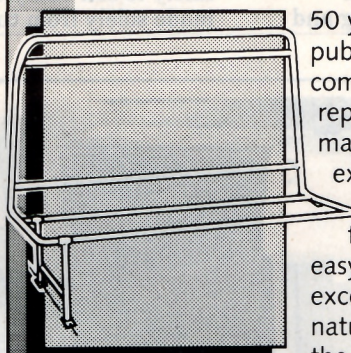
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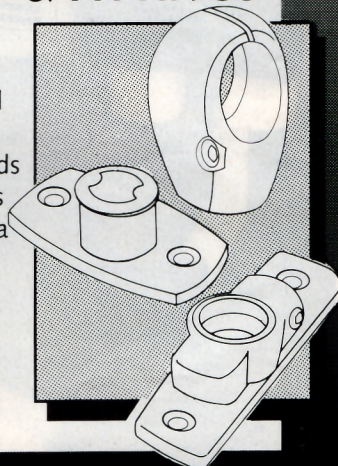
SEAT FRAMES



50 years of service to the public sector has seen the company build on this reputation, adapting to market requirements and expanding the product range. Tubular seat frames of high quality, easy installation and excellent durability were a natural progression for the company.

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Floor the opposition

QUITE often even newly-laid floors become ingrained with dirt within a few months, will never be waterproof and may never again give that sparkling appearance as when they were first laid.

Yet some manufacturers of flooring materials encourage DIY fitment by supplying complete flooring systems direct - and may give technical answers to your refurbishment problems.

With outside refurbishment companies charging anything from £1,000 for a new coach floor, it's certainly worth thinking about.

Apart from installing a completely new floor, re-covering an existing floor could be easy - but if a powerful modern adhesive has been used it could bring up the original floor, so find a place to test the method first.



Some floor manufacturers encourage DIY fitment by supplying complete flooring systems direct - and may give technical answers to your refurbishment questions.

The first job is to lift the old floor covering. To make the job easier, many plant and tool hire companies stock electric floor strippers - so just look in the Yellow Pages and get yourself a few quotes.

Don Snape, bodyshop supervisor of Blackpool Transport, has had more than forty years experience of coachbuilding. He says: 'To get the best effect you have to start with a brand new floor.'

Don has re-floored and re-covered two Blackpool vehicles recently - a single and double-deck tram. 'Using the heat gun on the welding cord provides a watertight joint.'

Blackpool chose Taraflex's Tarabus system for its re-floors. Don said: 'They're a French company, and thinking back, I remember travelling on a continental coach fitted with a similar floor some time ago. It is not porous like many British products and we are very pleased with the end result.'

Once you've got yourself a nice flat surface, clean the floor. And remember, as in home decoration, thorough preparation is the key to a good job. Coverings may be chosen from many suppliers, but companies such as Taraflex specifically design products for bus and coach use.

Products available on the market include different colour and quality ranges of floor covering, backing profile, step-nosings to DIPTAC specification and colour-matched welding cords.

Manufacturers claim floors can be re-laid in a few hours. But before ordering, make sure of the technical specification of such materials - bearing in mind such points as its flexibility, waterproof characteristics, ease of maintenance and attractiveness.

By using a combination of two different coloured floorings, the operator can also create highlighted aisles. Just make sure they are the same thickness before ordering and weld them in situ. It is also possible to order pre-welded floors.

Taraflex produces a completely integrated flooring system for the coach and bus operator. The system takes many of the potential problems into account. It may also be specified on any new builds you might have on order.

Tarabus includes its Uranus and Venus range of floor-coverings which have patterned surfaces impregnated with carborundum particles. Taraflex claims the material improves wearing resistance tenfold - and backs this up by citing its Taber test results.

Its backing profile is claimed to eliminate dirt traps, water seepage and laborious cleaning by use of a radiused curve which takes the flooring up to the seat tracks.

Entrance steps may be upgraded to DIPTAC standards using Tarabus, which supplies weldable, bright PSV stepnosing and a waterproof, anti-slip stepwell.

For that unusual effect, Trellerborg makes rubber flooring in a variety of patterns and colours. Its 'Checker' design is an embossed pattern similar to steel checker plate. The flooring is available in many different colours and qualities to suit wear - which is ultimately determined by the amount of traffic a coach receives.

Trellerborg uses standard grooved rubbers for vehicle step applications with both narrow grooved and wide grooved patterns available in base colours of black, red, blue and green. The company adjusts the thicknesses of all its flooring products to suit customer requirements.

For further information contact:

Martyn Industrials
44 Flawn Road
Irthlingborough
Northamptonshire
NN9 5PA
Tel: 0933-651651

Trellerborg Ltd
90 Somers Road
Rugby
Warwickshire
CV22 7ED
Tel: 0788 62711



Soft trim undoubtedly gives a coach a reassuring ambience for the client.

Keep in trim

ALTHOUGH traditional materials such as faced laminate are easier to clean, modern soft trim undoubtedly gives a coach a reassuring ambience to the customer.

It's a highly competitive area in the interior fitments market, and operators and manufacturers may source their supplies from a variety of outlets - often achieving remarkable deals depending on the quantity of material ordered.

The most common soft trim is cord carpet, with the usual colours being brown and fawn, along with light and dark grey.

Although this range might seem a little boring and constrained, the colours are fairly neutral and it frees the operator to be a little bit bolder in his choice of colour schemes for seat moquettes and floor covering.

Interiors can look quite startling if such colours are co-ordinated with full-draw curtains on coaches to executive tourer specification.

Soft trims may be chosen from a variety of fabrics, with the more expensive containing a higher proportion of wool. But polypropylene carpeting may achieve that executive look at a lower cost.

Suppliers claim such materials are tough, stain resistant and washable. Furthermore, it is claimed they won't shrink or fray.

Blackburn-based Coach Carpets provides a rib-effect polypropylene carpet with a heavy duty anti-slip latex backing - together with a matching soft trim (Tel: 0254 53549).

Carpet technology is perhaps one of the fastest moving areas, especially in man-made materials.

Coach Carpets also offers soft trim and coconut matting. With experience in the actual operation of coaches, the company is able cut materials to vehicle size - thereby saving the operator both time and money.

That a professional job is assured is backed up by the fact Coach Carpets has the contract to carpet all Ensign Charismas.

If you are thinking of DIY refurbishment, it is perhaps worth a good ring round the available suppliers for a competitive deal.

LAP STRAPS?

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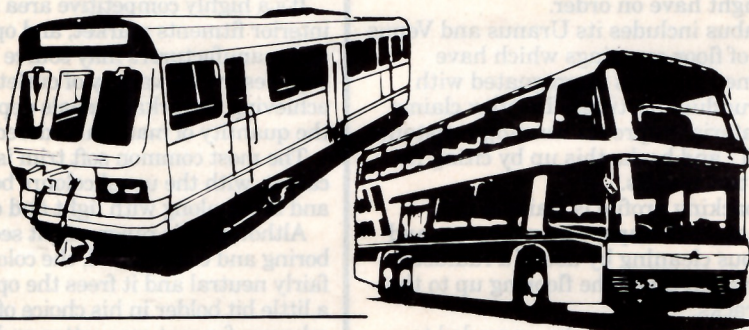
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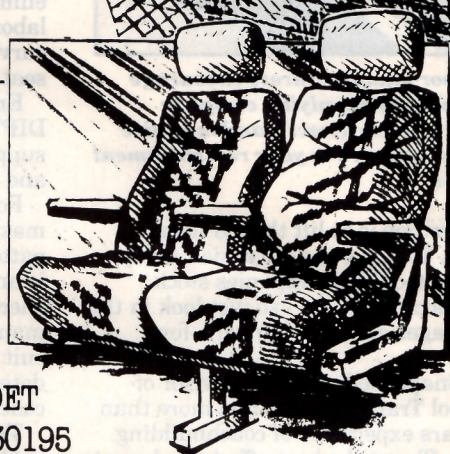
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SURVEYING THE SIX

Mike Morgan gets into third gear in our monthly maintenance survey of six different coaches.



THREE months into Maintenance Diary the benefits of set service work for maintenance planning and costing begin to shine through.

Birds' Ford and Bruce's Volvo are performing consistently on contrasting service work.

Experience with old and new vehicles is also highlighted. The Ford and Volvo present an age contrast, but the rebodied 1973 AEC represents a bold attempt to extend useful chassis life. However, this Willowbrook Crusader is a shining example of horses for courses, covering only a fraction of the mileage run by this month's profiled vehicle - Bruce of Airdrie's high mileage Volvo/Van Hool 12 metre LondonLiner service coach.

Month Three - August 1990

BIRDS' FORD - Specification

Chassis - Ford R1114
Engine - Ford 'Dover' Turbo
Gearbox - Ford six speed
Body - Plaxton Paramount - 53 seats
Date first registered - September 1985

Maintenance Report

Mileage this month - 4,672 miles
Total mileage since June 1, 1990 - 17,520 miles
Type of work - Rail-Link contract service
Fuel used this month - 340 gallons
Total fuel used since June 1, 1990 - 1,270 gallons
Fuel consumption this month - 13.6 mpg



The Vehicles

| Chassis | Body | Operator | Location |
|--------------------|---------------------|----------------------|----------------|
| Ford R1114 | Plaxton Paramount | Birds of Hunstanton | Norfolk |
| Dennis Javelin | Duple 320 | Brown's of Ambleside | Cumbria |
| Volvo B10MT Mk III | Van Hool Astral III | Bruce of Airdrie | Strathclyde |
| LAG | EOS | Clevedon Motorways | Avon |
| AEC Reliance | Willowbrook | Lewis (Greenwich) | London |
| Leyland Swift | Reeve Burgess | Neals of Ely | Cambridgeshire |

Average fuel consumption - 13.8 mpg
Engine oil used this month - 33.4 pints
Total oil used since June 1, 1990 - 69.4 pints
Tyre maintenance this month - nil
Problems rectified this month - preventative maintenance and three services.

BROWN'S JAVELIN - Specification

Chassis - Dennis Javelin - 11 metre
Engine - Cummins C series 240 bhp
Gearbox - ZF S6.80 six speed
Body - Duple 320 - 53 seats
Date first registered - May 1989

Maintenance Report

Mileage this month - 2,801.27 miles
Total mileage since June 1, 1990 - 9,398.27 miles
Type of work - private hire and tours/excursion
Fuel used this month - 227.5 gallons
Total fuel used since June 1, 1990 - 750.5 gallons
Fuel consumption this month - 12.31 mpg
Average fuel consumption - 12.48 mpg
Engine oil used this month - one pint
Total oil used since June 1, 1990 - four pints
Tyre maintenance this month - nil.
Problems rectified this month - nil.

BRUCE'S VOLVO - Specification

Chassis - Volvo B10MT mk III
 Engine - Volvo THD 102 KD
 Gearbox - Volvo EGS 7 speed
 Body - Van Hool Astral III 67 seats
 Date first registered - November 1989

Maintenance Report

Mileage this month - 26,462 miles
 Total mileage since June 1, 1990 - 76,305 miles
 Type of work - Glasgow-London service
 Fuel used this month - 3,205 gallons
 Total fuel used since June 1, 1990 - 9,217 gallons
 Fuel consumption this month - 8.25 mpg
 Average fuel consumption - 8.28 mpg
 Engine oil used this month - two gallons
 Total oil used since June 1, 1990 - 8 gallons
 Tyre maintenance this month - Two nearside rear Yokohama TY143 tyres fitted.
 Problems rectified this month - Exhaust flex blowing. Brackets broken on intercooler pipes. Fuel filter housing cracked. Speed limiter fault in control panel. Fuel injection pump drive plates broken.
 Comments: Two full services and two inspections. The intercooler pipes have now been replaced three times, because the mounting brackets are breaking with engine vibration - stronger brackets would eliminate this fault. Exhaust flex keeps blowing - a bracket is required on the intermediate pipe to limit movement of the exhaust system.

LEWIS' AEC - Specification

Chassis - AEC Reliance 6U3ZR
 Engine - AEC 760
 Gearbox - ZF 6 speed
 Body - 1990 Willowbrook Crusader - 51 seats
 Date first registered - August 1973

Maintenance Report

Mileage this month - 2,903 miles
 Total mileage since June 1, 1990 - 7,583 miles
 Type of work - private hire, service to Hern Bay/Ramsgate-Southend-Hastings/Eastbourne.
 Fuel used this month - 281 gallons
 Total fuel used since June 1, 1990 - 772.4 gallons
 Fuel consumption this month - 10.3 mpg
 Average fuel consumption - 9.82 mpg
 Engine oil used this month - not recorder.
 Total oil used since June 1, 1990 - Fame system fitted with remote oil tank which automatically tops up engine oil as the level drops.
 Tyre maintenance this month - nil
 Problems rectified this month - Fit new set of dribble return pipes (steel). Drill out and heliacal oil filler neck to sump. Fit new side plate and power steering pump gaskets. Fit new cricket bat to injection pump. Resolder main fuel feed to injection pump. Fit grease shield to rear of gearbox. Fit oil tray to tail pipe. Weld seam in silencer. Adjust brakes.

Tighten seat floor rails and third off-side seat. Reclip wiring at rear of chassis. Repair off-side rear autolub pipe. Adjust second drag link. Tighten front spring clips. Tighten all body bolts.
 Comments: Off the road for four days for MOT inspection and preparation - pass August 7.

It is treated as a new vehicle, which has so far done everything Lewis' wanted it to do.

NEALS' SWIFT - Specification

Chassis - Leyland Swift
 Engine - Cummins 6BT 5.9 litre
 Gearbox - five speed Spicer T5.290
 Body - Reeve Burgess 33 seat
 Date first registered - February 1990

Maintenance Report

Mileage this month - 3,408.2 miles
 Total miles since June 1, 1990 - 11,455.6 miles
 Type of work - private hire
 Fuel used this month - 192.5 gallons
 Total fuel used since June 1, 1990 - 701.87 gallons
 Fuel consumption this month - 17.7 mpg
 Average fuel consumption - 16.32 mpg
 Engine oil used this month - one pint
 Total engine oil used since June 1, 1990 - two pints
 Tyre maintenance this month - nil
 Problems rectified this month - nil

CLEVEDON'S EOS - Specification

Vehicle - LAG EOS
 Engine - DAF DKT ATi 354 bhp @ 2200 rpm
 Gearbox - ZF 6S-150C
 Body - 53 seats
 Date first registered - March 1990

Maintenance Report

Mileage this month - 14,929 miles.
 Total mileage since June 1, 1990 - 52,253 miles
 Type of work - shuttles
 Fuel used this month - 1,416.4 gallons
 Total fuel used since June 1, 1990 - 5466.4 gallons
 Fuel consumption this month - 10.54 mpg
 Average fuel consumption - 9.56 mpg
 Engine oil used this month - 5 pints
 Total oil used since June 1, 1990 - 5 pints
 Tyre maintenance this month - nil
 Problems rectified this month - locker struts and locks repaired under warranty.
 Comments - Oil changed and speed limiter reduced to 105 kph. Slight increase in fuel usage compared with previous month is under investigation.

THIS MONTH'S VEHICLE PROFILE - BRUCE'S VOLVO



'I DON'T think any other motor would stand up to it,' said Alan Bruce when asked about the performance of the Volvo on the gruelling LondonLiner service. 'It is a very reliable vehicle which returns a good mpg for a semi-decker travelling at motorway speeds for most of its journey.'

Purchased new in November 1989, this 67 seater coach operates continuously between Cumbernauld/Glasgow and London. It runs down to London on day service before returning overnight - a sequence which continues seven days per

week.

The coach actually stands in Bruce's yard for three hours each day. Alan Bruce joked: 'I'm looking for something for it to do then.' However, this period is essential for maintenance and servicing.

Two deckers are required for regular service, but the second vehicle is provided by either a B or C registered coach, while an A reg 58 seater provides back-up. A single deck coach is regularly used to duplicate the night service - something not normally required on the day run.

Bruce started LondonLiner as an independent venture in December 1988, but fierce competition was provided by Magicbus and Scottish Citylink masquerading as Red Knight. Pointless service replication ended in August 1989 when LondonLiner came under the Citylink banner. Bruce continues to provide vehicles, but ticketing and bookings are handled by Citylink.

LondonLiner drivers work almost as hard as the vehicles. Six men operate a rota alternating between day and night service. The day shift do three trips down to London and three trips up before taking two days off and transfer to the night rota of three down, three up and three days off. Drivers stop-over at London's Royal Scot Hotel.

George Richard has driven the



LondonLiner for nine months. With unrestrained Lowland frankness he is full of praise for the Volvo/Van Hool. 'It's a thumper,' said George - meaning the coach was excellent with good facilities for driver and passengers.

Despite being confined to the driver's cab for such long periods of high speed motorway driving there is undisguised affection for the vehicle. George calls G374 RGE 'Old Agnes' after his great grannie.

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A STATESMAN OF HIGH STANDING

Mark Williams has been sampling the high life aboard Coliseum's Setra, The Statesman.



The Statesman: passengers can enjoy the plush surrounds of the rear saloon.

COOL and classy, Coliseum's Setra, The Statesman, looks a treat as it stands in the car park at Glorious Goodwood.

In the oppressive heat, coach drivers lie in the shade while their vehicles stand idle. The Statesman's engine is murmuring. The air conditioning keeps the interior down to 65 degrees while businessmen sip Bollinger champagne inside and watch the racing on the TV.

Coliseum's coach, unlike its neighbours, is making money standing still.

Operators throughout Britain were more than impressed with the plush 24-seat interior of the Kassbohrer Setra 214HD when it was on show at this year's Southampton Coach Rally. So

impressed, it got the judges' vote as Coach of the Year.

It's also Coliseum's coach of the year, and partners David and Kerry Pitter are quite literally banking on it to provide a turning point on the profit line. By next year, they say, it will be earning £700 a day and justifying every penny of the £161,000 it cost.

The Statesman is expected to earn £700 a day soon.

The Statesman started life with 49 seats, a toilet, and the usual Setra equipment available for the £116,000 price tag. Then Kerry Pitter - a man with many coach miles under his belt - got to work with JL Developments at

Alresford to produce what he regarded as the ultimate executive vehicle.

Six weeks' work and £45,000 later, he had what he wanted - the coach with everything.

The list of special equipment is almost endless: Suttrak Air conditioning, polarised windows, mid servery, fridge/freezer, bar, microwave, six-CD compact disc player, cassette tape players for both driver and passengers, video, TV, tables, rear coffee lounge...

All of this takes up space, so the maximum seating is 24. For preference, Coliseum likes to have bookings for far fewer, so that the coffee lounge becomes a 'spare room.' Rather than filling seats, the Pitters are in the business of emptying them.

'We had decided to go the whole hog ▶



"When passengers get on an Omni they are delighted,"

says Dr Caroline Cahm, Chairman of the National Federation of Bus Users.

Wide doors, very low step, flat floor, well-positioned hand rails, wide aisles, generous headroom, comfortable seats, superb visibility and air suspension are a few of the reasons why all passengers - young and old, able and disabled - like travelling by Omni.



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Optional rear doors.

and educate the corporate customers within our area to go for something a little bit better,' said joint managing director Kerry.

'We did our PR work and asked the customers whether they could find a use for this kind of vehicle. They said yes, but they wanted to see the coach first. We went ahead and built it, and we haven't looked back since.'

Every part of the interior was chosen specifically for The Statesman. The Setra-installed coffee machine was the wrong colour, and in the wrong place. It went, to be replaced by another. The fridge/freezer is £1,000 worth of American machine, switching automatically from 24v DC to 240v AC when the generator cuts in.

'There are only two coaches in the country with a 7 kilowatt generator, and The Statesman is one of them,' said Kerry.

The auxiliary engine charges coach batteries, keeps all the electrics going, and can even be supplanted by a direct connection to the mains via an external, waterproof socket and 150-foot extension lead.

The coach's engine has to be running to power the air conditioning: 'On the next one, the auxiliary generator will run that too,' he adds defensively.

'The air-con affects the fuel consumption,' said Kerry. 'It knocks it down from 11 mpg to around six with everything singing and dancing on board.'

Customers will pay a good price for the right services.

Not that anything on The Statesman is designed for economy. The extravagant CD player - hidden under the rear seat - can play random selections from six discs and is operated by remote control. Like everything on the coach, the CD is wired to alarms to prevent theft, unlikely as that is. The cassette player in the coffee saloon is for customer use.

The mid-section of the coach is hostess territory. There's a hostess on every trip, providing drinks, snacks and full-blown meals. Whatever the customer wants, he can have, from smoked salmon to chilled Martinis. All are charged at a good profit, but prices are still on a par with bars and restaurants, as is the quality.

'Profit margins in catering are a lot better than they are in coach operation,' said Kerry. The very real example of Glorious Goodwood shows the bottom-line benefit of the catering policy and air-conditioning. The customers on that trip also took advantage of the driver, sending him out to place the bets!

Race meetings have proven popular destinations for hirers, who have ranged from Esso UK right down to pub groups. The latter proves what industry gurus have been saying for years: all



Coliseum believes The Statesman justifies its £161,000 price tag.

customers will pay a good price for the right service.

The right price is around £700 a day, depending on mileage, but the Pitters freely admit they are a little short of that target at the moment. The absolute base line has been £300, and then only if the customer promises other work. Southampton and Portsmouth Football Clubs are paying a little more but keeping The Statesman occupied on Saturdays if it is not booked for a higher-priced job.

'The football season is nine months of the year. The other three months are

peak times for race meetings, even pop concerts,' says Kerry.

'And £300 a day is cheap. We get £400 or more no problem for a single hire. If we spend time selling to the customer, follow up any quotation with a brochure, we get a hire nine times out of ten.'

Coliseum says once customers see it, they want it.

'We really make every effort to get the potential customer to see the coach before mentioning the price,' said David Pitter. 'That is always the turning point. Once they see it, they want it and they'll pay the price.'

The ability to sell is Julie Perry's forte, among her many talents. Julie totes The Statesman around local companies, plays hostess, provides the catering, and even takes the bookings. She has taken the challenge very much to heart.

It's difficult to do The Statesman justice in words and their sales trips to local businesses are made easier by full colour glossy brochures showing exactly what the coach has to offer.

The £2,000 promotional video, part of the Coachmart Coach of the Year Award, will also be an invaluable sales tool.

When the Pitters planned The Statesman, they were expecting to lose money for the first year, and turn in the first profit in summer 1991. It looks as if they could have been pessimistic. For The Statesman is doing what many operators do not believe can happen. It is creating its own, new market for luxury travel.



The Statesman even has a cassette player and video /TV for passenger use.

Appeal court says Derek Randall need not pay out £78,000



THE Court of Appeal has ruled that a coach company's former managing

director does not have to pay £78,000 to the company's

liquidators.

It upheld a High Court decision relating to Mr Randall, the ex-managing director of West London-based Derek Randall Enterprises Ltd.

The Court of Appeal was told that in 1982 Mr Randall wrongly and in breach of trust received £78,000 that belonged to the company.

In 1984 he paid that sum into a special blocked bank account to guarantee the company's liabilities to Lloyd's Bank.

LEGAL NEWS

■ FIVE people died in bus and coach accidents in Scotland in 1989 - four more than in 1988 - and there were 173 serious injuries - five more than the previous year.

But overall fewer people died in fewer fatal accidents on the country's roads than in any of the previous 30 years.

There were 553 people killed - one less than in 1988 and 257 fewer than in 1979.

And there were 496 fatal accidents in 1989, three less than in 1988 and 32 percent less than in 1979.

Serious accidents went up by four percent and all injury accidents rose by eight percent.

Lord James Douglas-Hamilton, Minister for the Environment at the Scottish Office, said: 'It is very encouraging that the number of people killed on Scotland's roads fell yet again in 1989 to its lowest level for 30 years.'

This is Scottish Road Safety Year and I urge all road users to take heed of the campaign. Remember don't drink and drive, maintain a safe speed and be especially careful when overtaking.

'Follow these simple rules and let us see a reduction in the annual casualty toll on our roads.'

■ THE Vehicle Inspectorate Executive Agency is installing new equipment in its 91 testing stations around the country.

The first new equipment consists of a specially designed vehicle jacking system to cope with the increased loading permitted on front axles and the independent front axle suspension now fitted to many buses.

Installation of units is expected to be completed by the end of the year.

Derek Randall's liability to the company discharged when money was paid to its credit.

In 1985 the bank called in Mr Randall's guarantee and transferred the £78,000 to the company's bank account in reduction of its overdraft. The following day the company went into voluntary liquidation.

It was argued on behalf of the liquidator that the transfer had not reduced the company's total indebtedness because as soon as the transfer took place Mr Randall became entitled to



Derek Randall: repaid £78,000 of the company's money he had misappropriated.

stand in the shoes of the bank as a creditor of the company.

Lord Justice Parker said the liquidators' appeal raised a point of considerable difficulty. The sole question was whether prior to the commencement of the liquidation Mr Randall had repaid £78,000 of the company's money he had misappropriated.

Clearly no repayment could be established before the transfer of the money from the blocked account.

Concluding that Mr Randall's liability to the company was discharged when the money was paid to its credit and in reduction of

its liability to the bank, Lord Justice Parker said that at that moment the company had received the full benefit of the £78,000.

Had the company, prior to the liquidation but after the transfer, sued for the return of the £78,000, it would have been a complete answer to such a claim for Mr Randall to say the company had got its money back and had suffered no loss.

If following the transfer Mr Randall had claimed against the company, stating with honesty that the £78,000 was the very money he had misappropriated, his claim would have been hollow.

Former policeman's school vehicle had defective brakes



AN ex-policeman used a vehicle to carry schoolchildren while it was still the subject of a prohibition notice.

Mr George Martin - trading as Viking Coaches, of Largs - was ordered to pay £500 - for

committing four offences including using the vehicle while it had defective brakes.

Mr Martin, of 31 Nelson Street, Largs, pleaded guilty at Greenock Sheriff's Court to using the vehicle while a prohibition notice was in force, using it with a defective windscreen wiper, defective brakes, and while it



Derek Randall Enterprises Ltd: went into voluntary liquidation.

was in a dangerous condition.

The driver of the vehicle, Mrs Carolyn Ashton, of 7 Mossiel Road, Saltcoats, admitted using the vehicle with a defective windscreen wiper and with defective brakes.

She denied knowingly using it when a prohibition was in force and using it in a dangerous condition and the pleas were accepted by the prosecution.

Sentence was adjourned until October, by Sheriff Young, for production of Mrs Ashton's driving licence.

The court was told the vehicle concerned was inspected by DTp vehicle examiners on December 5. An immediate prohibition notice was issued for 11

defects, the most serious of which were defective brakes and two bald tyres.

When the vehicle was brought to the ministry test station for clearance in January, additional defects were discovered, including a badly corroded chassis, and a further prohibition notice was issued.

Examination revealed that – apart from bald tyres – no defects had been rectified.

The examiners noticed there was a 600 kilometre difference in the odometer reading to that at the time of

the original prohibition.

The matter was passed to the DTp's traffic examiners and the coach was subsequently stopped by traffic examiners while carrying schoolchildren.

An examination revealed that apart from the bald tyres, none of the defects had been rectified.

The odometer reading showed the vehicle had been driven for more than 1,100 kilometres since it was produced at the test station.

In mitigation, it was said it was not that the windscreen wipers were not working, there was just a wiper blade missing. Mr Martin had spent around £1,000 on putting new wings on the vehicle.

The brake defect was one

that could not be detected without a rolling road brake tester, something which Mr Martin did not have available to him.

The driver had taken the wrong coach out on the day that it was stopped while carrying schoolchildren, there being two other coaches in the yard which she could have used. The coach concerned had since been sold for £1,750.

Sheriff Young fined Mr Martin £150 for knowingly using the vehicle with a prohibition in force, £100 for using it with a defective windscreen wiper, £100 for using it with defective brakes, and £150 for using it in a dangerous condition. He was ordered to pay the fines off at the rate of £20 a month.

Operator used prohibited vehicle



AN OPERATOR used a prohibited vehicle to carry out contracts carrying mentally disabled children, scouts and sea cadets.

Mr O R Milburn - trading as Milburn Minibuses, of Menai Bridge, Anglesey - had his PSV licence cut from three vehicles to two at a Wrexham public inquiry.

North Western deputy traffic commissioner Mr Kenneth Birchall warned he could lose his livelihood if there were any future incidents of poor vehicle maintenance.

Mr Milburn did not seem to take road safety seriously.

DTp vehicle examiner Mr J F Brown said he had carried out a maintenance investigation as a follow up to an unsatisfactory one in 1989, when two delayed prohibitions were issued and no maintenance records were available.

It took him three months to complete as Mr Milburn failed to keep a number of appointments and on other occasions arrived late.

A 12 seater given a delayed prohibition in 1989

was an eight seater when seen in 1990. It was certified as a PSV vehicle, but Mr Milburn claimed it was a private hire vehicle, and it had a private car test certificate.

The 1989 prohibition had not been cleared and he was told the vehicle was not in use. However, he saw it parked in a public highway layby on March 6.

Mr Brown said the prohibition issued to a second 12 seater in 1989 had also still been in force. He insisted the vehicle was brought for clearance, and a variation notice was issued for a further two delayed and five advisory items.

The annual test certificate had expired yet that vehicle was seen in use both before and after the prohibition was lifted.

He had not examined the third vehicle, a small Sherpa, as Mr Milburn had claimed that it had been vandalised and that its annual test certificate had expired. That vehicle was seen in use carrying passengers in the first week in March.

The vehicles were said to be inspected weekly, but there were no maintenance records. Mr Milburn's wife offered to make some records up for the 12 month period, if the ministry insisted.

Mr Milburn appeared to feel that his comment that he was no good at paperwork exempted him from record keeping. He did not appear to take road safety very seriously, and he had since been prosecuted by the police for using a vehicle without a current test certificate.

Mr Brown said he thought Mr Milburn had attended to the defects listed on the prohibitions issued in 1989 and he had given Mr Milburn advice on several occasions.

Mr Milburn was a skilled mechanic and had adequate workshop facilities for the size of vehicle operated.

Major changes were needed for operator to keep in PSV business.

Mr Milburn said he had kept a record of his own in Welsh in a notebook in the workshop, but was now keeping proper inspection records.

He had not kept inspection records after the fleet check in 1989 because he had been doing the inspections himself.

The first vehicle referred to was no longer in use and

the Sherpa now had a current test certificate.

He had applied for test application forms for the Sherpa but they had been late in arriving. He continued to use it to maintain his contracts for the carriage of mentally disabled children, scouts and sea cadets.

Admitting he had used the vehicles without having the prohibitions cleared, Mr Milburn said it would not happen again. He did his best and it would break his heart to give up the business.

Reducing the licence authorisation, Mr Birchall said Mr Milburn had completely disregarded the undertakings he had given when the licence was granted and there had been a certain element of illegal operation.

Mr Milburn would have to make major changes in his attitude if he was going to continue in the PSV business.

Mr Birchall said he wanted the vehicle examiner to satisfy himself about the system of maintenance in the future.

If the vehicle examiner was not satisfied, or there were any future instances of poor maintenance, it was pretty certain that Mr Milburn would lose his livelihood.

Bus driver left firm after ticket offence investigation



AN INDUSTRIAL tribunal has decided it has no jurisdiction to deal with a claim for unfair dismissal by a bus driver who resigned his job during an investigation into an alleged ticket offence.

The driver, Mr D Titterington, claimed he had been 'constructively dismissed', that is forced to resign by the actions of his employer, Halton Borough Transport Ltd.

The Liverpool tribunal was told Mr Titterington had been suspended from work following allegations of ticket irregularities and had been summoned to a disciplinary hearing in the company of his trade union representative.

Mr Titterington said he had been informed prior to the hearing by his trade union representative that he was going to be dismissed in any event and that the issue had been pre-judged.

In those circumstances he had felt it would be better to resign in order to avoid being dismissed. He had been

guided throughout by his trade union representative.

The company denied Mr Titterington had been dismissed or that he had been given no alternative but to resign.

Driver felt it was better to resign than to be dismissed.

The tribunal said that where there was a conflict of evidence between the parties, it preferred that of Halton Borough Transport.

Mr Titterington had been employed by the company from September 1987 and had left his employment on February 6. On February 5 the company received a telephone complaint from a passenger alleging ticket irregularities and an inspector interviewed the complainant and provided a report.

The allegation was a serious one, bearing in mind Mr Titterington's contract of employment which stated -

'The company follow the customs and practice of the passenger transport industry in its treatment of the incorrect issue of tickets. The following will be considered to be gross misconduct: 1. The issue of a ticket of the incorrect value. 2. Failure to issue tickets. 3. The re-issuing of a ticket contrary to the company's instructions.'

At the disciplinary hearing, the complaint was outlined to Mr Titterington. The tickets concerned were shown to him and the evidence against him was made clear.

The allegation was that Mr Titterington had been asked by the passenger for two 36p tickets. He issued two tickets, one taken immediately out of his ticket machine with a value of 26p and a further ticket dated the previous day for the value of 46p, making up the total value of the tickets requested.

In view of the overwhelming nature of the evidence, Mr Titterington's trade union representative requested an adjournment.

The passenger confirmed to him that she had not

travelled on the bus the night before and Mr Titterington thereafter resigned.

At no time did anyone employed by Halton Borough Transport dismiss him or give him any advice that he should resign rather than be dismissed.

The unanimous decision of the tribunal was that Mr Titterington was not dismissed. It was satisfied that when he was confronted with the evidence against him, and after consultation with his union representative, he decided to resign rather than be dismissed.

Poor PSV maintenance record leads to licence cut



THE duration of the PSV operator's licence held by Mr

Arthur McMahon - trading as Austin Coaches, of Dorking, Surrey - has been cut because of an adverse maintenance report.

Metropolitan traffic commissioner Air Vice Marshal Ronald Ashford ruled the three vehicle licence should now expire at the end of December 1992 instead of the end of December 1994.

He said he had decided to take that action, after considering all the evidence and the representations made to him, on the grounds that prohibition notices had been imposed and that Mr McMahon's vehicles were not maintained to fit and serviceable standards.



Halton Borough Transport: ticket offence investigation lead driver to quit.

New deals, discounts, attractions, tips...New deals, discounts, attractions, tips...

Pleasureworld picks Peter



PLEASUREWORLD - East Anglia's leading leisure business - has appointed Peter Hadden as operations manager responsible for all the company's attractions.

Mr Hadden (39) had been manager for the second Pleasurewood Hills American Theme Park which is currently being built at Cleethorpes on Humberside.

Pleasurewood owns and operates Pleasurewood Hills near Lowestoft, the Sea Life Centres at Great Yarmouth and Hunstanton, and Bure Valley Railway in Norfolk.

Chairman Joe Larter says Mr Hadden will play a major part in the group's development: 'His wealth of experience and knowledge will be a great asset to the head office team.'

Viva le Brits!

THE lamb war may be raging, but it's predicted that 8.5 million British tourists will visit France this year.

French Tourism Minister Jean-Michel Baylet is predicting eight percent more Britons will visit his country this year than last when the Revolution bicentennial celebrations were held.

More than 44 million foreigners are expected to visit France this year with the size of the British contingent likely to be second only to that of the German.

Interski launches ski holiday offer

INTERSKI - the East Midlands-based ski tour operator - has a new offer for coach operators this year.

The company has created a special package whereby coach operators can use its holiday programme to base its own branded coach trips around - and from just £169 per person.

Interski has been operating ski-ing holidays to the Italian resort of Courmayeur for the past eight seasons and the package has been launched after close liaison with coach operators it has used for the programme.

Company director Nick Snowden said: 'This is the first time, to my knowledge, that any ski tour operator has offered coach companies the opportunity to advertise their own ski product by marrying the coach operator's vehicle and clients with the comprehensive ground arrangements we offer in the resort.'

One coach operator already using the Interski arrangements said: 'To be able to offer a ski-ing package using my own vehicle to clients who I had previously had to turn away, has been a real benefit and this season I am actively promoting in the local area for groups to book my package using Interski.' You can contact Nick Snowden on 0623 551024.

Hotel has recipe for success

YORK'S Swallow Chase Hotel is certainly going out of its way to attract Japanese tourists.

It is serving Yorkshire Pudding with any English meal at any time of day - with raw fish if requested!

In addition, proposed new services include:

- A bonsai tree instead of flowers being placed in rooms;
- The Japanese flag being flown when groups arrive;
- And the hotel duty manager being on-hand for a dawn game of golf.

Hotel general manager John Gallery said: 'The Japanese are demanding, and we intend to match up to their special needs. Already the Far East represents one of the top four or five markets for the hotel and all the surveys suggest that numbers are likely to grow rapidly in the 1990s.'

It is estimated that 1,000 Far East tourists have already visited the hotel this year.

University gets centre at last

THE University of Aberdeen is to develop a centre for visitors to its famous buildings... 500 years after its establishment.

The Scottish Tourist Board has paid £158,000 towards the £1.5 million project which involves the conversion of the King's Library Building to provide a visitor/orientation centre, exhibition area and 150 seat conference centre.

The project will give visitors to Aberdeen an insight into the history and development of the old Scottish university.

The university believes it can treble the number of visitors to King's College Chapel from its present 20,000 a year.

Antwerp trip offer

JAC Travel is offering coach operators a bargain break to Antwerp from £32 per person.

The special offer includes one night's bed and breakfast at the four-star Scandic Crown hotel complete with fitness centre.

All rooms are equipped with private bathrooms, colour TV, direct dial telephone, radio, mini-bar and air conditioning.

Departures are either Friday morning or evening, returning Sunday evening, and return ferry crossings and services of a JAC escort can be obtained.

The company can offer a trip to the Diamondland diamond centre and Antwerp is within easy distance of Brussels and Brugge.

For more details contact JAC Travel on 071 581 5055.



Antwerp: a great holiday centre.

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(13689/HO)



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Avalon Hotel

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(8992/HO)

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(8993/HO)

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13555/HO

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Sunday 2nd December to Friday 7th December
 £85 – Full Board

Visit from Father Christmas

Licensed, entertainment, lift, 28 bedrooms (en suite available), tea making and telephones in all rooms. Near sea front and town centre.

Tel. (0803) 294452

Speak to Ray

(9496/HO)

DEVON & CORNWALL

EBOR TOWERS HOTEL

This delightful hotel overlooks Goodrington Sands and offers:

★ 30 rooms (mostly en suite)

★ TV and coffee making facilities in all rooms

★ Indoor heated swimming pool with sauna and sunbed

★ Entertainment twice weekly

Contact us on

(0803) 551422

NOW TAKING 1991 BOOKINGS

(8994/HO)

NEWQUAY THE CHERRINGTON

is a family run Hotel.

In walking distance of Fistral and Crantock Beach. Ample parking space. Most bedrooms with private facilities. All with colour TV. Good home cooked food, varied evening menu and full English breakfast. Live entertainment 3 times weekly.

Contact us NOW for 1991 bookings.

Angela Tuffney
Newquay (0637) 873363

(13873/HO)

NEWQUAY

Arundell Hotel, Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views and ample parking, offering full English breakfast and varied menus. Under personal supervision of chief proprietor.

★ 36 rooms, all en suite, all with colour TV, radio, telephone, Intercom, tea making facilities.

★ Entertainment 6 nights a week in our large bar with dance floor.

★ Full central heating, laundry and ironing facilities. ★ Lift

★ Heated indoor pool ★ Driver free ★ Sauna ★ Solarium ★ Spa pool.

OPEN ALL YEAR

Now taking bookings for 1991

Contact Audrey Milne on (0637) 872481

(13931/HO)

THE ROZEL HOTEL

TORBAY

Licensed, family run, 21 bedrooms, home cooking, all rooms have TC and CT, some en suite. Entertainment and dancing available nightly. Close to beach and all amenities. **Price from £75 to £90 BB&E. Open all year.**

Midweek, winter and weekend breaks.

Coaches welcome – driver free. Reduction to coach parties.

Phone Mathew on 0803 553238 anytime

Winter breaks a speciality

(13553/HO)

DEVON & CORNWALL



Durrant House Hotel

THE IDEAL VENUE FOR YOUR COACH GROUPS

ALL THE YEAR ROUND

Special prices for winter breaks.

All bedrooms en suite – comfortable bar – lounge.
Entertainment and good food.

Write or phone for full details

Bideford, North Devon. Tel. Bideford (0237) 472361

AA ★★★ RAC

(13935/HO)

GLENDEVEOR HOTEL

25/27 MOUNTWISE,
NEWQUAY, CORNWALL
PR7 2BQ

Friendly family-run hotel,
central to town and beaches.

All rooms en suite, colour TVs,
tea-makers, sea views,
excellent cuisine.

Open all year (except Xmas).

Driver/Organiser
FREE with party of 40.

0637 872726

*Give us a call to discuss
your party visit.*

(13562/HO)

NEWQUAY MINERVA HOTEL

Family run hotel yards
from beach and town. TV
all rooms, tea making facs,
central heating, most
en suite, 6 nights
entertainment, licensed
bar.

BBEM from £80 per week

Tel. 0637 873439

(12878/HO)

Coachmart CLASSIFIED MARKETPLACE

TELEPHONE 0733 898111 FAX 0733 62656

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BARGAIN BUSES

BARGAIN BUS

16 AND 20
SEAT FREIGHT ROVER
MINIBUSES

1986/1988, full stage specifications,
tested and taxed, power door, good
condition, ready to go.

£6,500 upwards

Tel: 0404 46354 eves and
weekends 0404 891411 Devon

AEC

AEC 760 ZF MANUAL 1977 12 mtr PLAXTON SUPREME IV

55 retrimmed seats,
curtains, stereo, side
lockers, painted white, new
engine 40k ago, many
spares, immaculate, photos
available.

£7,750 + VAT ono

Tel. (0293) 560747

(13666/AEC)

1977 AEC RELIANCE 760 PLAXTON SUPREME IV

52 seats, taxed and tested, good
condition.

£6,000 + VAT

1978 T REG AEC 760

53 seats, semi auto, power door,
tested until January 1990 and
taxed, good condition.

£5,000

**Tel: Grange-over-Sands
05395 32623 or 0539 534794**

(13937/AEC)

AEC, 1979

MoT February 1991.
Well maintained, good
clean condition.

£10,500 + VAT

**Tel: Stoke on Trent
(0782)**

512209/512235

(13739/AEC)

AEC

ALLCO PASSENGER VEHICLES

SPECIAL OFFER

One only AEC 760 Horizontals

Can be heard running

Ring us first

(0895) 674422 or

081 866 8900

Mobile: (0836)

529555/241379



(13616/AEC)

1976 760 PLAXTON

57 seats, new MoT, suitable
contract work.

**£6,000 + VAT
Cedar Coaches,
Bedford**

(0234) 54054

(13741/AEC)

BEDFORD

1979 BEDFORD YMT PLAXTON SUPREME.
53 seats, MoT Sept 1991, £6,000 + VAT. Tel.
Barrie 0787 210260 Essex. 13827/BE

**1979 BEDFORD YMT PLAXTON SU-
PREME IV,** tested Feb '91, 53 seats,
power door. Tel. 0226
752086. (13735/BED)

BEDFORD

**1976 BEDFORD PLAXTON
SUPREME,** 53 seats, MoT
April '91. **£3,750**

**1975 BEDFORD
DOMINANT NJM,** 41 seats,
MoT June '91. **£2,000**

**WOULD CONSIDER EXCHANGE
FOR SMALLER VEHICLE**

**TELEPHONE
GREAT YARMOUTH
(0493) 720312**

(13518/BE)

45 SEATER BEDFORD PLAXTON 466

Power door, new 12 months
MoT, Bristol dome, very good
condition.

£2,500 ono

1973 53 SEATER BEDFORD PLAXTON 500

Blue Series engine, Express
power door, new 12 months
MoT, with Telma, very good
condition.

£3,000 ono

**Tel. (0942) 884844
for further details**

(11775/BE)

BEDFORD

**FOR SALE
DUE TO FLEET UPDATE**

1974 DOMINANT I, 53 seater, MoT April 1991**£2,000**

1978 DOMINANT II, 53 seater, new MoT **£7,000**

1981 DOMINANT IV, Turbo, 53 seater, MoT December 1990 **£10,500**

OPEN TO REASONABLE OFFERS.

MERCURY COACHES
0202 394283/579592
(13903/BE)

20 SEATER FARO II

MoT til 14.11.90 or would re MoT, good condition, petrol engine.

£4,500 + VAT

**Cedar Coaches,
Bedford
(0234) 54054**
(13742/BE)

**1979 V YLQ
DOMINANT II**

45 seater, MoT June 1991.

£6,000

**Tel. Walsall
(0922) 28625 or
23281**
(13693/BE)

**SMITHS COACHES
OF TRING**

have an excellent

**BEDFORD/
PLAXTON YMP**

35 seater for sale, registered August 1982, tested April 1991.

£16,250 + VAT

**Tel. Geoff Smith on
044 282 3163**
(13902/BE)

**FOR SALE
BEDFORD YMT
500 TURBO**

1985 B reg, long test and tax. Part exchange welcome for 25 seater.

**Tel: Colin on
(04646) 212**
(13721/BE)

**1984 YNT ZF DUPL
LASER EXPRESS**

11mtr, 53 seats, side lockers, radio/pa, gangway armrests, driver's fan, owned by us from new, superb vehicle, speed limiter fitted and calibrated, MoT March 1991, must sell before new vehicle arrives.

£25,500 + VAT

Tel. 081 890 6394
(13890/BE)

1979

**BEDFORD YMT
PLAXTON SUPREME IV**

53 seats, recent engine, overhaul, clutch and brake, very good condition, MoT due 1991.

£6,500 + VAT

Telephone: 0922 31590
(13663/BE)

1977

**BEDFORD
DOMINANT II**

53 seater,
very clean condition,
MoT May 1991

£5,500 ono + VAT

Tel: 0753 820 212
(13692/BE)

**YMT DOMINANT TWO
1980**

53, Bristol Dome, power door, new MoT

£7,000

**YMQ DOMINANT BUS
1981**

50 seats, automatic, MoT May 91

£5,500

**MIDLAND TRAVEL,
MANSFIELD
0623 743576**
(12970/BE)

1983

**TURBO DUPL
DOMINANT IV**

53 seater, ZF gearbox, 6 speed, express doors, Telma, tinted double glazed windows, immaculate condition inside and out, one full year's MoT, taxed.

£19,000 ono + VAT

Tel: 0642 482720 or 0642 476436
(13862/BE)

**1979 OCTOBER
PJK**

29 seater, very good condition, new tyres etc, tested till June 1991.

£6,200 ono

Tel. 0742 442467
(11774/BE)

**1982 X REG
BEDFORD YMT
DOMINANT II**

53 red moquette seats, power door, Bristol dome, new MoT, radio.

£10,000 plus VAT

**Tel. (0734)
713257**
(13887/BE)

**1975 PLAXTON YRT
ELITE**

Power door, 53 seat, MoT until 1991, very good condition.

£2,500 + VAT ono

**1974 PLAXTON YRQ
ELITE EXPRESS III**

Power door, 45 seats, MoT until Dec 1990.

£2,200

Tel. (0278) 683280
(13740/BE)

**1984
BEDFORD YMT
DUPL LAZER 1**

11 metre coach, 51 seats, side lockers, radio, PA. Owned by us from new, new engine fitted June 1990. MoT until August 1991. Finished in silver red and maroon. Very good condition.

£26,500 ono + VAT

**Tel. (0443) 832101 eve
(0443) 820142**

Cled Williams Coaches
(13548/BE)

**FOR SALE
BEDFORD YMP**

10 mtr, 1985, Plaxton Paramount bodywork fitted with 38 reclining seats, Telma retarder, fitted to high spec.

**Armchair Passenger
Transport**

Tel. 081 568 8227
(13897/BE)

1976

BEDFORD YMT

53 seats, MoT June 1991, clean tidy machine, very reliable contract motor.

£3,500

Telephone: 0203 680666
(13875/BE)

**Re-advertised due to
time wasters****1984 BEDFORD YRT
500**

engine, recent clutch and gearbox, omo, 53 seats, long MoT, vgc all round

£2,650 + VAT

**Tel: Bodmin
(0208) 872123**
(13864/BE)

1973-1980 BEDFORDS

Long MoTs, some non-runners, closing down, all bargains.

From £750

**Tel. 0249 443904 (day)
0666 824211 (eve)**
(13892/BE)

**1974
BEDFORD YRQ**

Duple Dominant, 45 seats, recent retrim, in daily contract use, would p/x for 16 seater, cash either way.

**Come and see it and
make me an offer!!**

**Tel: (0420) 22670
nr Alton, Hants.**
(13891/BE)

**1982 BEDFORD 35
SEATER PLAXTON
SUPREME**

Full soft trim, MoT to May '91

£16,500 + VAT

**SWEYNE COACHES
(0405) 84263
(N. Humbs)**
(13838/BE)

**1977 BEDFORD
PLAXTON 500**

53 seats, MoT Jan '91

**£4,000 + VAT
ono**

**Tel. (0203) 392655
or (0203) 381686**
(13866/BE)

DAF

**1982 PRIVATE
PLATE DAF
JONCKHEERE**

Bermuda exec, taxed till Feb '91, MoT till Aug '91, 48/49 seats, toilet, coffee machine, video PA, blinds, grey chevron trim, white/red exterior, full service history, straight panels, very good condition.

£35,000 ono + VAT

**Tel. (0270) 67772
day, (0270) 669439
eves**

(13888/DAF)

**JONCKHEERE
P599
DAF SB2300**

1988 'E' reg
Full spec exec, 51
Vogel recliners,
excellent condition
£79,000 + VAT

**Tel:
Day (0487) 843333
Eve (0353) 740813**

(13810 DAF)

**1983 DAF MB200
Plaxton Paramount
3200**

49 recliners, TV/video,
toilet, drinks machine,
used on private work
only.

£29,000 ono (+ VAT)

Part exchange considered

**Tel. (0709) 700900/
700001**

(13546/DAF)

**1980 DAF
MB200 DKTL**

Plaxton Supreme IV,
57 seater, tinted windows,
curtains, MoT.

£17,500 + VAT

Tel. 081 423 0648

(13711 DAF)

1982 DAF JONCKHEERE BERMUDA MB200 DKTL. Telma, 57 recliners, (retrimmed) courier seat, radio/PA/cassette, video, continental door, bunk, white exterior, MoT July 1991. **£25,500 ono. Victory Tours, Salisbury.** Tel. 0725 52247. 13545/DAF

**Y REGISTERED DAF
ALFA MB200**

53 recliners, curtains,
radio, PA, very clean
reliable vehicle, owned by
us from new.

£20,000 + VAT.

**Would consider
cheap part-exchange**

**Tel: (0977)
791738/792106**

(13659/DAF)

DENNIS

DENNIS JAVELIN

F reg, 57 seaters

One - Aug '88 Plaxton, MoT
Aug '91

Two - Mar '89 Duple, MoT
Mar '91

One - Apr '89 Duple, MoT
Apr '91

£59,500 each + VAT

**CLARKES COACHES
(0788) 832288**

(13637)

FORD

**1981 DUPE DOMINANT II,
53 seater. £9,750 + VAT**

**1978 PLAXTON SUPREME III,
53 seater. £3,750 + VAT**

**1977 PLAXTON SUPREME III,
53 seater. £3,750 + VAT.**

All vehicles are in good
condition and have many
extras.

**No reasonable offers
refused.**

**Johnsons (HENLEY) Ltd
0564 794794**

(13936/FO)

**1978 FORD 16-seater, £1,750
1980 FORD 16-seater, £2,000**
Both with new test certificates.
1978 FORD DUPE DOMINANTS, choice
of two, **£5,000 each**
ALL PLUS VAT
PHONE 081-361 1934

(13879/FO)

**1978 FORD
53-seater Coach**

MoT January 1991, **MUST BE
SEEN, only**

£4,000 ono + VAT

**Tel. (0291) 625251
or night (02912) 70018
(Chepsaw, Gwent)**

(13517/FO)

FORD

1980 V REG FORD/PLAXTON.

Choice of two.

R1014

With Supreme IV recliners, curtains,
Eberspacher, MoT November 1990.

R1114

With Supreme IV, 45 reclining seats,
MoT April 1991.

Both vehicles maintained from new.

FULL SERVICE HISTORY.

£6,500 ono + VAT each

WESTBUS (UK) LTD

Telephone: (0233) 636001

(13696/FO)

LEYLAND

1977

**LEYLAND LEOPARD
PLAXTON**

MARK IV FRONT

53 seats, MoT April
1991, very clean.

£8,500 + VAT

**STAFFORDIAN TRAVEL
LTD, STAFFORD**

0785 211433

(13905/LEY)

**1980 V REG
FORD DOMINANT II**

53 seats, taxed and tested till
April '91, £5,000 spent on
mechanics, cargo, engine

£7,750 + VAT

Tel. 0902 633754

(11771/FO)

JONCKHEERE

**1985
JONCKHEERE
P599 SCANIA
K112**

51 seats, full executive,
all usual Jonckheere extras,
very good condition.

First to see will buy

£52,500 + VAT ono

**Tel. Phillip Groom
071-638 5700/0293 565588**

(13884/JO)

LEYLAND

**SOUTHEND
TRANSPORT LTD**

1979 LEYLAND LEOPARD
Duple Dominant II body, 57
seats, MoT September 1991,
painted white.

£10,850 + VAT

Telephone: Peter Levett

0702 355724

(13894/LEY)

**1983
LEYLAND TIGER**

245 Paramount 3200,
11 mtr, 53 seats, radio
& PA, new MoT

£26,500 + VAT

1984

LEYLAND TIGER

245 Paramount 3200,
11 mtr, 53 seats, radio,
PA, MoT February 91.

£32,000 + VAT

TEL. 0443 672207

(13717/LEY)

LEYLAND

1987 D DUPE 425 CUMMINS/ZF

Auto new gearbox, 44 seats with trays, servery, fridge, sunken toilet, wired for video and 3 monitors. MoT 4/91.

£55,000**1983 Y LEYLAND TIGER/PLAXTON 3500**

50 recliners, continental door. MoT 2/91.

£28,000**1983 Y LEYLAND TIGER/PLAXTON 3500**

48 recliners, continental door, sunken toilet (2 available, MoTs 11/90, 12/90).

£30,000**1983 Y LEYLAND TIGER/PLAXTON 3200**

48 seats, floor level toilet, Express doors. MoT 1/91.

£25,000**1983 Y LEYLAND TIGER/DOMINANT IV**

53 seats, Express doors (2 available). MoTs 2/91.

£24,000

All Tigers with semi automatic gearboxes.

No reasonable offer refused (our definition!)

Telephone for further details or to arrange viewing.

Daytime 0202 537568

Mornings or evenings 0929 554588

24hrs 0836 343833

(13700/LE)



1982 LEYLAND TIGER PLAXTON

Viewmaster, 51 reclining moquette seats, fitted carpet, side lockers, wheeltrim, etc. Excellent condition throughout.

Ex-Fishwicks of Leyland. 2 owners only from new.

POA

Part exchange Volvo B10M, cash either way. Must be clean.

**For further details please tel:
Malc Rigby (0704) 895150**

(13543/LE)

Leyland Lynx 1987, 51 seats + MoT Dec 90, immaculate.£50,000

Daimler Fleetline, 74 seats, double decker 1975-76, MoT 91, all in excellent condition working daily. Choice of 18.....£4,500 each

Plaxton Super Express, 1982, 53 seats, immaculate. Telma, curtains, carpet, a lovely tourer, one owner, MoT 91. £22,000.

Disco, 1981, private plate,£18,000

Disco, 1979, private plate,£16,000

3 x Leyland Plaxton. Derwent service buses, 53 seats + MoT Aug 91. Excellent modern looking machines£6,000 each

Choice of various Plaxton and Duple Express dual purpose coaches and buses.

+ VAT

**'D' COACHES
SWANSEA**

Tel. 0792 791981

(11773/LEY)

Due to replacements we have the following for sale:

1983 12 MTR LEYLAND TIGER 245

Plaxton Paramount 3500 bodywork, 50 reclining seats, fitted with air conditioning, Telma retarder, cherished number plate, in first class condition, fitted with latest Level 6 Series TL11 engine and latest Rockwell back axle.

**ARMCHAIR PASSENGER
TRANSPORT
Tel. 081 568 8227**

(13896/LEY)

1975 LEYLAND LEOPARD ALEXANDRA SERVICE BUS

680 engine, 62 seater, 1 year MoT.

£4,000 ono + VAT

Tel (0743)

791208/701539

(13547/LC)

1982 X REG LEYLAND TIGER 218

Semi-auto gearbox, Plaxton Supreme VI express, 57 seats, MoT Feb '91, radio, pa, cassette, power door, blue and maroon, mustard moquette, Bristol dome.

£22,000 + VAT ono

Tel. 0734 713257

(13886/LEY)

1985 LEYLAND TIGER

Plaxton Paramount 3500, 49 reclining seats + courier, seat, toilet, radio and drinks machine, MoT to 3/91. EXCELLENT CONDITION. Ours from new. Choice of two.

£55,000 each + VAT

**John Fishwick &
Sons
(0772) 421207**

(13643/LE)

M REG LEYLAND NATIONAL

48 upholstered dual purpose seats, MoT May '91.

£3,150 + VAT

**Tel. (0525)
374151**

(13815/LEY)

COACHMART SUBSCRIPTION STILL ONLY

£45

LEYLAND LEOPARD FOR SALE

Semi auto services buses.

£3,000

Leopard coach

£4,000

All with tax, test and in daily service.

Many more Leopards for sale. For full list, contact Mike or Jim.

Tel. (0827) 288822

(13929/LEY)

RE-ADVERTISED DUE TO TIME- WASTERS

**Must be the
Bargain of the
Season.**

Space needed

1980 LEYLAND LEOPARD DOMINANT II

New MoT, exterior white, s/auto, Telma, recent retrim.

£11,500

First to see will buy

**Tel: 0203
680666**

(13876/LE)

LEYLAND

COACHES
FOR SALE

N. Ireland operator.
1974 LEYLAND LEOPARD,
53 seater, 680 engine, Dominant body,
semi-auto.
£7,800.

Also **LEYLAND LEOPARD**,
49 seater, 680 engine, Dominant
body, semi-auto.
£10,200.

*Both vehicles in
excellent condition*

Tel: 0693 838663
(13720/LE)

FOR SALE

1984 12 METRE
LEYLAND TIGER

248 Plaxton Paramount 3500
bodywork, 49 reclining seats, fitted
with Telma retarder, cherished
number plates. Sutrak air
conditioning, toilet, video, drinks
machine, first class condition.
ARMCHAIR PASSENGER TRANSPORT.

Tel: 081 568 8227

(13898/LEY)

MAN VW

MAN SR280 HIGHLINER. Full execu-
tive. **£36,000 + VAT.** Will take older
heavyweight as part exchange. **Tel.**
(0388) 774004. (13639)

MERCEDES

1983
MERCEDES
813

29 seats + courier,
coach built body with power
door, colour white, MoT
Jan '91.

£11,750 + VAT

or exchange for 20 seater.

Tel. Torquay
(0803) 324597

(13940/ME)

SEDDON

AUGUST 1976
SEDDON 7
ALEXANDRA BUS

Gardner 180 engine, 53 seats,
24 standing, MoT till 17.8.91.

£6,250 + VAT

Cedar Coaches,
Bedford
(0234) 54054

(13743/SD)

NEOPLAN

NEOPLAN
SKYLINERS

**Wanted for the end of
October**

1987-1988 Merc manuals
preferred. Sellers must be
willing to take back
trade-in of up to £25,000 in
value.

Tel. (0752)
790565

**Mike or Dave Trathen or
Roy Anderson**

(13678/NE)

SCANIA

SCANIA
BERKHOFF
K112

CAG gearbox, 76 seats
plus 2 courier seats, 1986,
toilet, fridge, hot and cold
water, double glazed, low
mileage, vehicle owned
from new, excellent
condition throughout.

£75,000

Ask for Colin or Roy Ebdon

Tel. 081 302 2908

(13881/SC)

VOLVO

1980 VOLVO
B58 ALPHA

53 seats, Telma, tinted
windows, radio cassette,
MoT March '91.

£18,000 ono
+ VAT

Photo available

Tel. (0203)
392655 or (0203)
381686

(13670/VO)

SETRA

1988 SETRAS

215 HD, 42/49 seats with full JLD galley and Pullman. Tables, if
required, hot oven, 240v micro, TV, etc. Superb all round
condition. Probably the smartest Setras in the UK. Executive
contract loss forces sale.

Reasonable offers please

WEST COUNTRY PULLMAN
(0249) 443904, (0666) 824211 (eves)

(13863/SA)

1981 B58 VOLVO
VIEWMASTER

49 seats, toilet, wired for
TV and video, coffee
machine, tested.

£23,000 + VAT

P/X considered

Tel. (0665)
720907

(13932/VO)

VAN HOOL

MOT UNTIL MARCH 1991

VAN HOOL
ALIZEE

Engine rebuilt, new
gearbox, new oil tank and
much more. Re-seated,
coffee machine, video, TV,
pa, radio, rear toilet,
continental door, recliners.

£28,000 + VAT

Tel. 0708 852310

(13521/VH)

1983
VAN HOOL
ASTRON

Private plate, 60 seats,
full spec, servery, 6 video
screens, good condition.

Open to offers

PART EXCHANGE CONSIDERED
Kingston Coaches,

Tel. 0935 25461
any time

(13933/VH)

ALIZEE H
LEYLAND TIGER
1983

52 recliners and courier,
full draw curtains, radio
cassette, PA etc.

Very good condition.

Tested to May '91.

£29,850 + VAT

Tel. (0786) 814319
(0831) 417025

(13645)

1989 VOLVO B10M GL
PLAXTON PARAMOUNT
4 STAR 3500

39 (plus 4 tables)/53 seat executive,
toilet, drinks dispenser, video, air
conditioning, ice warning device,
alarm, only 50,000 kilometers,
pristine condition.

£85,000 + VAT

Telephone
Ewen Mackenzie on
0723 581500

(12988/VO)

1980 VOLVO B58 PLAXTON

SUPREME, semi auto, 48 seater
exec, rear toilet, drinks
machine, wired for TV/video,
recon gearbox and fluid flu
wheel fitted this year. Private
plate, MoT March 1991.
£19,500 + VAT.

1977 VOLVO B58 PLAXTON

SUPREME, 57 seater, recon
engine, new ZF gearbox and
steering box, centre floor and
retrim last year. MoT May 1991.
£13,500 + VAT.

Tel: 081 845 6979 daytime
081 845 4243 nights

(13857/VO)

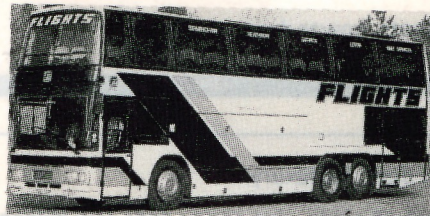
VOLVO

**1986
VOLVO B10MT PLAXTON
4000RS**

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1984 12 SEATER MERC-
 EDES, high roof, long
 wheel base£5,500 ono

1977 AEC DOMINANT II, 57
 seats, MoT June 1991, very
 tidy vehicle. £7,500 ono

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HOOL ACRON**

Full exec, excellent
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or part exchange for A or B
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 daily.

£5,000

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 Duple Dominant II, 53 seater,
 Grant doors, curtains, radio stereo,
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 £14,500

1985 BEDFORD YNT TURBO
 Duple Laser II, 53 seater, power
 door, radio PA, MoT June 1991.
 £26,500
 Including repaint in your colours.

1983 NEOPLAN DUPLÉ
 CARIBBEAN
 48 seater, toilet, wired for TV,
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 53 reclining seats, radio/pa,
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 £12,950

1978 BEDFORD
 29 seater, Plaxton, new test,
 £6,950

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 requirements

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 condition. £7,000

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 PLAXTON SUPREME
 YMT 500, 44 Plaxton re-
 laxers Jake brake,
 tested April '91, good
 condition. £7,000

1979 FORD 360 TURBO
 VAN HOOL, 53 seater,
 good condition. £4,500

1972 BEDFORD YRQ 466
 VAN HOOL, exhibition
 coach. £1,000

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(13944/UN)

1986 DAF MB200 DKFL LAG GAL-
 AXV, 53 reclining seats and cour-
 tier, MoT January 1991, tax Decem-
 ber 1990, TV/video, coffee ma-
 chine, demountable toilet, bargain
 price£46,000 + VAT

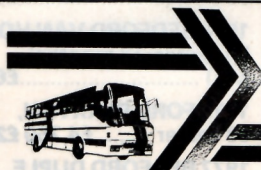
1984 VOLVO B10M DUPLÉ
 CARIBBEAN, 49 reclining seats
 and courier, full exec with ferry lift,
 MoT January 1991, bargain
 price£38,000 + VAT

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 terior trim, new engine fitted 18
 months, taxed January 1991, MoT
 February 1991£14,000 + VAT

1981 BEDFORD YNT PLAXTON
 SUPREME VI, registration number
 TRY 6X, 42 reclining seats, WC and
 servery, MoT November 1990, non
 runner, needs engine, hence
 price£6,800 + VAT

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| 1978 | BEDFORD YMT DUPLÉ DOMINANT II, 53 seats, in good working order, MoT to May '91 | £5,000 ono |
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1981 (X) Ford R1014 service
bus with Plaxton Bustler 47
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1983 (Y) Leyland Tiger 245,
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Dominant 4 Express
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one with new engine still
under warranty, one with new
gearbox, MoT March, May &
July 1991. **£29,000 each.**

1983 (Y) Scania N112,
Jonckheere P50 with 51
reclining seats, courier seat,
TV/video, radio/tape/PA,
drinks machine, toilet,
curtains and driver's bunk,
recent new engine, gearbox
and splitter, MoT January
1991. **£44,000.**

1984 (A) Scania N112,
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reclining seats, courier seat,
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drinks m/c, toilet, curtains and
driver's bunk, MoT May 1991.
£46,000

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49 seater, WC, continental door, drinks
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curtains, carpet, long MoT**£30,000**

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HIGHLINER, 47 seats, WC, power conti-
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d/glazed, Webasto, bunk etc, long
MoT.....**£31,000**

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JONCKHEERE, 49 seater, WC, cont door,
drinks, fridge, bunk, radio, video, carpet
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cont door, curtain, radio/PA etc, long
MoT.....**£39,000**

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MoT.....**£5,500**

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53 reclining seats, radio/pa,
power door, **£34,950**

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51 reclining seats, new test,
£12,950

1978 BEDFORD
29 seater, Plaxton, new test,
£6,950

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88 MERCEDES 507, 16 PSV coach seats.
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88 TRANSIT, 20 + standees, service seats.
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87 E FREIGHT ROVER, 16, diesel, high back.
87 D FREIGHT ROVER, 16, diesel, high back.
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86 IVECO CAETANO, 24, air door, tested.
85 TALBOT 12, PSV, petrol.
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83 DODGE REEBUR, diesel, auto, PSV, 17 seats.
83 LEYLAND CUB, 21 seats, power door.
83 MERCEDES 508, 19 seats, boot, PSV.
82 TRANSIT 12, LWB, PSV, petrol, o/d.
82 MERCEDES, 19, boot, tested.
82 MERCEDES 21, new test.
81 VOLVO VAN HOOL EXEC, TV, toilet.
81 DAF 2000 EXEC, 48 + TV, Alpha, new test.
81 VOLVO DUPLI II, 53 large seats.
80 W BEDFORD DUPLI II, 53 retrimmed seats.
79 FORD DUPLI II, 35 seats, tested.
79 FORD, 53, Plaxton, new test.
79 BEDFORD PLAXTON, 53, tested.
78 FORD PLAXTON, 53, new test.
76 FORD, 45, Plaxton, new test, clean.
76 BRISTOL, 43, express doors, testing.
76 BEDFORD SPACE CAR, 49 recliners, no test.
75 BEDFORD, 29, no test, offers.
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YMT 500, 49 recliners
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PLAXTON SUPREME
YMT 500, 44 Plaxton re-
laxers Jake brake,
tested April '91, good
condition. £7,000

1979 FORD 360 TURBO
VAN HOOL, 53 seater,
good condition. £4,500

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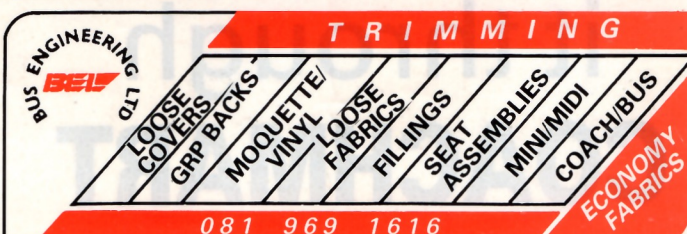
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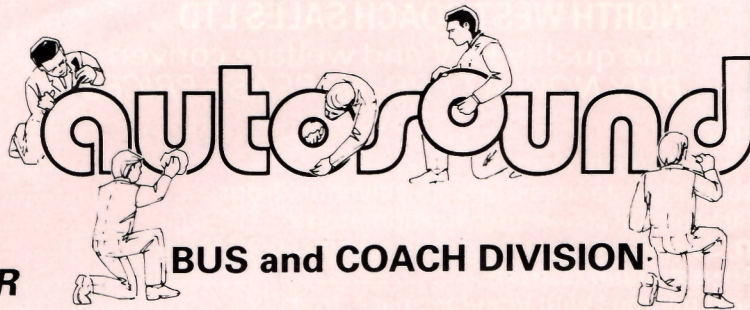
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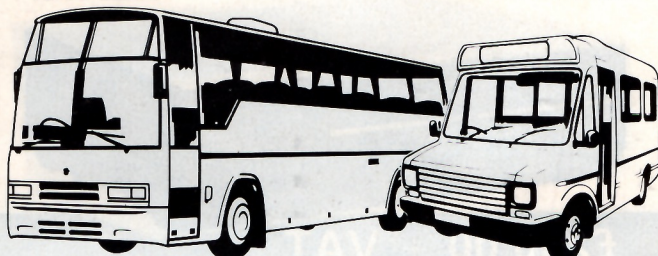
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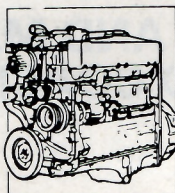
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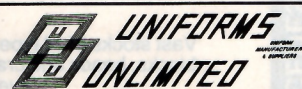
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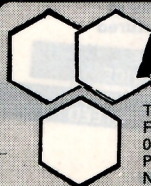
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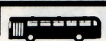
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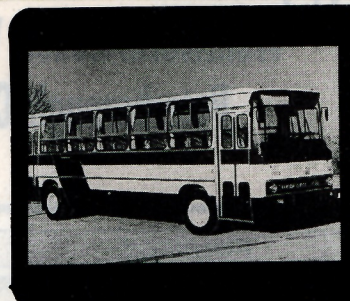
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